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# NEW JAG XF

Meet 2015's most-wanted new car – and a big headache for the 5-series

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IMAGE



**PLUS** Latest on Jag's SUV and why the XK isn't dead yet...



Lambo GT set to be made

Asterion concept exclusive



MERC S63 ROAD TEST

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Model shown New Passat R-Line 2.0-litre with optional metallic paint and 19-inch Verona alloy wheels and sunroof. Standard EU Test Volkswagen Passat saloon range: urban 44.1 (6.4) – 62.8 (4.5); extra urban 61.4 (4.6) – 78.5 (3.6); combined 53.3 (5.3) – 70.6 (4.0);



**Das Auto.**

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figures for comparative purposes and may not reflect real driving results. Official fuel consumption in mpg (litre/100km) for the CO<sub>2</sub> emissions 130 – 103g/km. Information correct at time of print.



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**Saab 9-5 used buying guide**



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New XF shows how  
Jaguar intends to set  
itself apart from rivals



AUTOCAR  
IMAGE

# A bolder Jaguar is now emerging

**EXCITING TIMES**, because an increasing sense of focus is being brought to bear at Jaguar as it really establishes what it stands for and where it can beat its premium rivals.

In our scoop on the new XF this week, you'll note the areas where the firm is keen to differentiate itself from its opposition; design, dynamics, efficiency and connectivity all leap from the page.

Jaguar's sales goals are modest. Even with the added momentum of the XE, they're about a tenth of BMW's. When you want to sell 1.5 million cars a year, you must design vehicles with a broader appeal. However, Jaguar has room to fish for customers with a greater focus than its rivals.

By using its smaller scale to its advantage, Jaguar has a chance to move quickly, respond to issues with agility and pinpoint vehicle attributes that make customers love their cars, rather than merely want them.

Rapid investment in new chassis, engine and connectivity technology underlines the scale of Jaguar's ambition, but the laser focus that it has on its short-term goals bodes equally well for the future.

**JIM HOLDER** EDITOR

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# THIS WEEK

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Established 1895

## AUTOCAR

**AUTOCAR.CO.UK**  
**THIS WEEK'S TOP FIVE**

**VIDEO**

**Alpina D4 Biturbo**

Steve Sutcliffe assesses the rapid diesel coupé



**REVIEW**

**VW Touareg**

Why the range-topper  
is found wanting



**NEWS**

**What's coming when**

Our guide to the new  
cars arriving in 2015



**NEWS**

**Mercedes G63 AMG**

Mercedes unleashes  
'Green Monster' 4x4



**BLOG**

**Hilton Holloway**

Why White Van Man is  
about to kick up a stink



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# THIS WEEK

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**AUTOCAR  
IMAGE**

## Lighter, sharper XF

■ Jaguar's all-new XF executive saloon due next autumn ■ Lighter, thanks to new aluminium

**T**he all-new Jaguar XF will be unveiled at the New York motor show next April, before going on sale in the early autumn, as Jaguar seeks to accelerate its new model launches and capitalise on the sales momentum generated by the smaller XE.

With the XE expected to more than double Jaguar's global sales next year to about 160,000 units, the firm is keen to roll out new models and build

a range of cars that sit together to offer a more cohesive line-up.

As a result, the new XF will draw heavily on the styling of the XE. Insiders claim that the new XF will consequently have sharper, more dynamic body creases than today's model and its proportions will be altered to follow the XE's coupé-like silhouette, albeit with a less dramatic 'cab-rear' look.

Significantly, the new XF will also carry a scaled-up

version of the XE's grille, as Jaguar moves to ensure that all of its models are instantly recognisable in the rear-view mirror of drivers ahead. Global customer surveys have revealed that the brand is not identifiable enough on the road in emerging markets, prompting the move to a stricter, more cohesive family look.

"In this segment, brand recognition is everything," said



Upcoming XE is expected to influence the styling of the new XF



# set for 2015

platform ■ Sharper, XE-like styling ■ Sportier handling

an insider. "If you own an Audi, you want people to know you own an Audi, and not everyone can look at an XF today and say: 'That is a Jaguar'.

"In the UK, we all know what a Jaguar looks like, but as we push into new markets and the XE draws in new customers who have never bought from us before, it's increasingly important people see our cars and know they are a Jaguar."

The XE also sets the

template for how the XF's interior will look. Most significantly, it will get Jaguar's new infotainment system, which includes the InControl Apps system that is described by its makers as "one of the most advanced voice recognition packages in the world".

In order to further this technology, parent firm Jaguar Land Rover recently announced that it is opening

its first R&D facility outside the UK, based in Portland, Oregon. The 30 engineers based at the £2 million facility will join the 240 already employed in the UK to work on connected car technology.

"Connectivity is an area where we think we can make big steps quickly," JLR CEO Ralf Speth said at the recent Los Angeles motor show. "We never make predictions about our rivals, but it is an →

## Jag XK tipped to make a comeback



THE JAGUAR XK could be reborn as a more focused GT car, according to the man who was project leader for the car before it was canned this year, Russ Varney.

Varney, who also oversees development of the Jaguar F-type, said: "The heart of Jaguar is in sports cars, and that is why we will now regard the F-type as the halo product for all that we do. However, I don't think that means the XK is dead necessarily.

"The car straddled the

GT and sports car segment, with more of an emphasis on the GT side but probably not enough of an emphasis on the GT side. There is no reason the XK couldn't exist today as a true contender in that GT segment.

"We have plans to do lots more with the F-type, and we expect it to cover a lot of bases, but there will still be other areas we want to cover. We need to find the right way to deliver on them, and the XK could be one way of doing that."

## Jaguar intends to use the weight saving to score agility gains over key rivals



← area where we believe we can be agile and where we can react quickly to changing market demands to develop new ideas for our customers."

As with the XE and all future new Jaguars, the XF will sit on the firm's scalable, aluminium-intensive iQ[Al] platform. Even though the new XF is expected

to be slightly larger than the current car – to address rear legroom and boot space concerns – this is likely to provide a significant weight saving over the current chassis. At present, the XF is typically about 50kg heavier than the Audi A6, BMW 5-series and Mercedes-Benz E-class.

The new structure will save 50-100kg per car, and the new range of Ingenium engines is up to 80kg lighter per engine than the equivalent Ford units that they are replacing (see separate story, top right).

Jaguar intends to use this weight saving to score small but significant agility gains

over key rivals. Jaguar insiders admit that they see a growing opportunity to position the brand as the sportiest choice in each segment in which it competes. They believe that BMW has had to move away from this traditional heartland as it has sought to broaden the appeal of its historically driver-focused cars.

The push to promote Jaguar's sportiness ensures that the XFR and XFR-S will be replaced. It also raises the possibility of limited runs of extreme vehicles developed by the emerging Special Vehicle Operations department. A near-600bhp V8-engined car has been mooted.

In particular, the XFR has taken a key role as a halo model for the brand since its launch – including earning an Autocar road test five-star verdict and eclipsing the latest turbocharged BMW M5 for recognition among enthusiast drivers. So a new XFR is said

to be a core engineering and marketing goal.

The XF's launch timing and venue are significant. Next April coincides with the first deliveries to customers in Europe of the BMW 3-series-rivalling XE. Meanwhile, the choice of the US for the XF launch shifts the spotlight back to a continent where the XE is yet to launch.

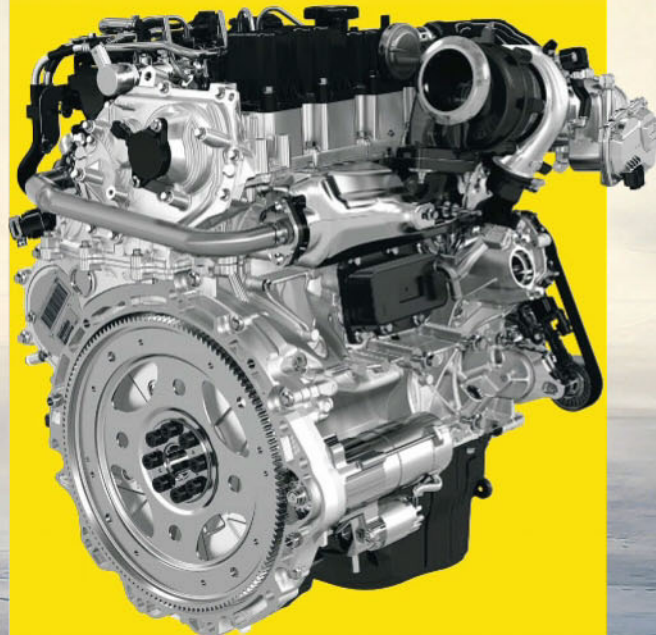
In preparation for the launch of the XE and the anticipated boom in customers, Jaguar has undertaken a global revamp of its dealership and staff training programmes. The firm typically sits in the top three of JD Power customer satisfaction surveys around the world, and it knows that it cannot afford to let the extra sales volume affect that performance, which is seen as another key differentiator between it and its German premium rivals.

The original Jaguar C-XF concept was also launched in the US, at the 2007 Detroit



AUTOCAR  
IMAGE

## Low-emissions engines for new XF



The new range of Ingenium engines will be integral to the new XF. The 161bhp 2.0-litre diesel that powers the sub-100g/km manual XE will be carried over to the new XF and spearhead low-emission models until a petrol-electric hybrid is available.

motor show, and the XF facelift was revealed at the New York show in 2011. The car has also been the focus of all-wheel-drive additions to the range in recent years, in a bid primarily to boost sales in the north of the US and Canada.

In addition, JLR has a track record of using the New York motor show as a major launch venue. Last year it dominated pre-show and post-show headlines by hiring James Bond actor Daniel Craig to reveal the new Range Rover on the eve of the event.

The XF Sportbrake is likely to continue to be sold for at least two more years in its existing form, having only been launched in March 2012, almost a year after the XF saloon was facelifted.

A new XF Sportbrake is expected to be given the go-ahead for production. It is likely to be engineered for sale in all markets, including the US.

**JIM HOLDER**

## Jaguar's SUV is 'not an SUV'

**JAGUAR'S FIRST SUV** should not be called an SUV at all because of its sporting bias, according to Jaguar Land Rover boss Ralf Speth.

The car has begun testing in prototype form and will be launched in 2016. It will be based on the C-X17 concept (pictured) shown last year and will have a heavy bias towards on-road dynamics, according to Speth.

"A Jaguar SUV is not possible," said Speth. "SUVs and 4x4s are for Land Rover. The Jaguar concept is far more road-orientated. It will need a different kind of name."

Internally, the vehicle is being referred to as a "sports crossover", although the firm is said to be

working on a more catchy title for the car's launch.

Finding terms to meld the often opposing merits of sporty and high-riding cars has long caused the car industry naming issues. BMW, for instance, calls its X range Sports Activity Vehicles (SAV).

Speth added: "Of course, it will

be a vehicle which looks great and which has a strong stance, but the capability will be very different from a Land Rover. Mike Cross and his vehicle dynamics team will do an extraordinary job to make

sure that it is sensational to drive on the road. It will be something special in that regard. Of course, it will not be anything like a sports car, but it will have a very specific character that sets it apart."



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The Viva will be available as a five-door only



OFFICIAL PICTURES 

# Vauxhall Viva due in spring

Vauxhall's new city car is claimed to be "full of character" and likely to be priced from about £7500

**T**hese are the first pictures of Vauxhall's new entry-level city car, the Viva. Set for launch next spring, it will come in a five-door body style with one engine option.

The 3.68m-long Viva is said by Vauxhall parent GM to provide "more than enough room for five people". Although Vauxhall has yet to release official figures, prices are expected to start at about £7500, with a choice of 10 exterior colours and "a variety of 14-inch to 16-inch wheels".

The Viva is powered by a naturally aspirated version of GM's new 1.0-litre, three-cylinder Ecotec engine. Rated at 74bhp, it is said by Vauxhall to have been specially developed for the Viva and is mated to a five-speed gearbox.

Vauxhall says the Viva's chassis has been tuned for

"exceptional safety and comfort". It's equipped with electronic stability control, traction control and hill start assist. The power steering has a City mode, which reduces driver effort.

Options will include lane departure warning, park assist, cruise control, a sunroof, foglights and heating for the front seats and steering wheel. The Viva will also get GM's IntelliLink multimedia system, which integrates with Apple and Android smartphones.

Vauxhall chairman and managing director Tim Tozer said: "Short, crisp and full of character, Vauxhall's new entry-level model is a 'proper' small car and will hold great appeal in this rapidly growing sector."

**HILTON HOLLOWAY**



Cabin is claimed to have ample room for five people; power steering has a setting to make it lighter

## Renault to sell battery packs with electric cars



UK SALES OF RENAULT'S two best-selling EVs, the Zoe hatchback and Kangoo van, are set to rise by about 50 per cent this year – and the company is marking the achievement by offering future customers the chance to buy their cars' batteries outright rather than insisting that they lease them with a monthly payment.

The move is expected to generate another sales kick, especially in the fleet sector. Zoes and Kangos bought

under the new full-purchase scheme will carry 'i' badging.

Battery leasing has been controversial in some quarters, but Renault says it will continue because it suits many customers and brings extra safeguards, such as recovery if the car is immobilised on the open road because the battery has run out of charge.

Between now and the end of January, Renault is also cutting battery leasing costs, typically from £70 to £50 a month for

a Zoe that does 7500 miles a year. This lower monthly cost is about equal to the cost of fuelling an equivalent diesel car for 6650 miles, Renault claims.

Renault UK's MD, Ken Ramirez, who has presided over 19 straight months of above-market sales growth since the company dropped some of its less successful models, is confident that the new marketing moves will allow the "healthy sales growth" of Renault's EVs to continue.



## THE VOLVO V40 R-DESIGN. THE COMPETITION NEED TO WATCH THEIR HATCHBACKS.

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Interest charges	£2,390.10
Total amount payable	£21,699
Optional final payment	£10,136
Duration of agreement (months)	37
Fixed rate of interest p.a.	3.04%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

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real reviews from reevoo

**8.9**  
out of 10



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO2 Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. \*Subject to availability at participating dealers only on vehicles registered by 31st December 2014. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.**



# Mini line-up to shrink to five

Current generation will be limited to five 'superhero' models as BMW plots a new direction for Mini

**M**ini's third generation of cars will be limited to just five models, according to Peter Schwarzenbauer, the BMW board member responsible for the British brand.

Schwarzenbauer said the new five-door Clubman, due to be launched next year, would be the third of "five superhero models" for Mini, the first two being the three-door and five-door hatchbacks.

The fourth model will

be a replacement for the Countryman. BMW sources were less forthcoming about the fifth model, but it is expected to be a convertible, which could incorporate much of the design language of the recent Mini Superleggera roadster concept.

Plug-in hybrid versions of the Mini could also arrive over the next five years, Schwarzenbauer said.

He also revealed that there was double-digit growth for

Mini in October and November as the third-generation hatch and new five-door model came on stream. He predicted that the last three months of 2014 would be the "best ever" for Mini sales. Last year Mini sold 305,000 cars globally.

The decision to restrict Mini to five main models was part of a board-level decision to send the brand in a new direction, he said. "This is work in progress, but we are continually questioning Mini's

future. We will adjust the brand quite a lot over several years. The heritage will still be important, but we also have to be shaped by the zeitgeist."

Schwarzenbauer hinted that access to Mini and its dealers would shift to a "24/7" basis. "We believe society is going through another significant change, just as it did at the millennium," he said. "The next 10 years will see more change than the last 100 years."

"People are demanding

more information about the way a product is made and how it is sourced. People are looking for a more sustainable lifestyle and we are seeing the growth of a 'sharing' economy."

Schwarzenbauer said Mini buyers were increasing opting for more powerful and more highly specified cars. Sales of Cooper S models have grown from 25 per cent of overall sales to 34 per cent and JCWs now account for five per cent.

**HILTON HOLLOWAY**

## Range Rover Evoque cabriolet: the secret is out

**THE FIRST CONCRETE** evidence that Land Rover is preparing a production version of the Evoque cabriolet has been captured in the Midlands.

This spy shot, taken by an Autocar reader, seems to show the finished machine, with the black fabric roof clearly defined above the heavily disguised bodywork.

The concept – based on the three-door Evoque body – was first seen at the 2012 Geneva motor show, but little has been heard officially since. Land Rover bosses

admitted a year later that they were "keen" on the idea, but there has been little news since then.

However, it now seems likely that the car will go into production and, judging by the state of this prototype, it might be less than 12 months from the showroom.

Some sources say the introduction of a third Evoque body style will coincide with a significant mechanical revamp that is likely to include the fitment of Jaguar Land Rover's new Ingenium four-cylinder engines.



**SPY SHOT**  
RANGE ROVER  
EVOQUE CABRIO

### MONDEO HYBRID HITS EUROPE

Ford of Europe has begun production of its first hybrid model. The Mondeo Hybrid uses a 2.0-litre petrol engine and an electric motor fed by a small, 1.4kWh battery pack. The entry-level version will cost £24,995.



### FAMOUS TRIAL CAUGHT ON FILM

The National Motor Museum Trust has acquired a collection of photos of the Thousand Mile Trial of 1900, an event it calls a "pivotal moment in motoring history". The trial ran from London to Edinburgh and back. Only 35 of 65 entrants finished.





# BMW plots 670bhp plug-in

High-output plug-in hybrid powertrain with all-wheel drive capability is in development for top BMW models,

**B**MW has revealed an advanced new plug-in hybrid system called Power eDrive.

Revealed in a 5-series GT-bodied prototype, the most powerful of BMW's new modular hybrid powertrains uses a 228bhp turbocharged 2.0-litre, four-cylinder petrol engine in combination with two electric motors.

An overall range of more

than 370 miles is quoted, with 62 miles managed on electric power alone thanks to a range extender function.

Each of the electric motors is a modified version of the BMW i3's synchronous unit. A 201bhp motor is mounted up front in the space usually occupied by the torque converter in the car's eight-speed automatic transmission, while another, developing 268bhp, is mounted

within the rear axle assembly.

Energy for the electric motors is provided by a 20kWh lithium ion battery pack, which is located in the car's centre tunnel and horizontally underneath the rear seat in a space ahead of the rear axle.

In total, the system is claimed to produce more than 670bhp, along with 750lb ft of torque.

"The electric motors provide approximately two-thirds of the combined output, with the combustion engine accounting for the remaining third," said Franz Drescher-Kaden, BMW concept engineer for the new petrol-electric set-up.

It can be charged by both a plug-in lead and on the run using the combustion engine in a steady-state mode. The fuel tank has been reduced from a standard 70 litres to 30 litres.

Drive is nominally channelled to the rear wheels via the rear

electric motor, whose reserves are sent through a multi-speed gearbox. As well as acting as a generator to produce electricity, the Power eDrive hybrid system's petrol engine can also provide a performance boost with direct drive to the front wheels during kickdown, in which all three power sources are used for propulsion.

The introduction of the front electric motor, which operates via the automatic gearbox in which it is housed, provides all-electric four-wheel drive. This is further enhanced by the petrol engine, which delivers its power to the front wheels.

BMW has not revealed a weight figure for its new hybrid system but admits that it adds handsomely to the kerb weight.

Despite this, BMW says the straight-line performance of its 5-series GT Power eDrive prototype exceeds that of the 444bhp twin-turbo 4.4-litre

V8 550i GT, which tips the scales at 2070kg.

Power eDrive is being developed as a scalable system, with power outputs ranging from 250bhp to more than 650bhp, according to BMW. The company says the plug-in hybrid technology will be "a natural choice for use in upmarket vehicle segments".

Among the new models thought to be in line to run the new petrol-electric system are future incarnations of the Rolls-Royce Ghost and Phantom, as well as the marque's SUV, which is currently undergoing conceptual development.

BMW has also indicated that Power eDrive could be offered alongside traditional petrol and diesel engine options in its upcoming X7 – a new range-topping SUV due for launch in 2017 – as well as the next-generation 7-series, X5 and X6.

**GREG KABLE**



Turbocharged 2.0-litre petrol four works with two electric motors

## Confidential

IN-CAR CONNECTIVITY is likely to challenge traditional ideas of hierarchy within car manufacturers, according to Jaguar Land Rover boss Ralf Speth. "The technology is evolving so fast that it is often the younger guys who know the most, or who can lead the ideas," he said. "If it helps flatten a hierarchy, then I welcome it. It is good for us to embrace new ideas and new ways of working."

MERCEDES-BENZ ELECTRIC drive experts say that the introduction of their wireless inductive charging system for plug-ins and EVs will encourage greater acceptance of EVs. The system comprises a pad placed on the drive or garage floor, which plugs into a household socket and allows battery charging without the need to physically connect the car to a charger. There's no production date, but the system is technically ready now.



JAGUAR LAND ROVER is to open its first overseas R&D facility. The £2m initiative will focus solely on future infotainment and connected car technologies and be based in Portland, Oregon.

MAZDA'S EUROPEAN profits are currently being helped by customers plumping for mid-range and higher-end editions of its models, a senior insider has revealed. This has made the firm more convinced than ever that it doesn't need to offer a cheaper, smaller model than the 2. "With our economies of scale, we couldn't make that profitable, but it doesn't look like our customers want bare, low-cost models anyway," said our source.

CAR MAKERS ARE preparing for a showdown with the European Union, as the EU is poised to reveal its latest thinking on average CO<sub>2</sub> targets for 2025. Some makers, including VW, have warned that they could struggle to hit the 95g/km target by 2021. An even lower target by 2025 could prove impossible for many brands because of vast R&D investments and reluctance of buyers to pay higher prices.

## We ride in the 'Tesla killer'



Test car feels rapid and very well engineered

BMW SAYS THE Power eDrive system can be adapted to generate anything from 250bhp all the way up to the 650bhp of the test car chosen for our passenger ride.

The 5-series GT xDrive in which the Power eDrive prototype system is installed is described to us as "the Tesla killer" as we take to the passenger seat.

The BMW test driver floors the throttle and we're thrust forward with astonishing force. With the two electric motors channelling their reserves to all four wheels, step-off acceleration is sufficient to induce momentary

wheelspin from all four of the wheels.

The only noise is the distant high-pitched whine of the electric motors, the buffeting of wind around the exterior mirror housings and the roar of tyres across the asphalt – at least until the four-cylinder petrol engine fires to further boost the remarkable performance and also act as a generator to produce electricity.

BMW won't say exactly how much shove is on offer, only that it is "well into four figures" on the Newton metre scale.

This is a heavy car; it carries three powerplants

and a battery roughly twice the size of that found in more conventional plug-in petrol-electric hybrids. However, its ability to gather speed is sensational and it feels every bit as quick as the 3.2sec figure that Tesla quotes as the 0-62mph time of the 85kWh Model S.

As well as its remarkable acceleration, this car is noteworthy for the cohesion evident in its complex drivetrain. The prototype has been hastily put together, but it gives the impression of being extremely well engineered and the production potential is clear to see. **GK**

# hybrid

as well as Rolls-Royces

## Renault's Qashqai to follow Captur's winning formula

THIS IS RENAULT'S new SUV, which is expected to make its public debut at the Geneva show in March next year. Autocar understands that the as-yet-unnamed model is heavily based on the new Nissan Qashqai, sharing the same architecture and most of the powertrains.

Renault design boss Laurens van den Acker described the new car as being developed "in strong

collaboration with Nissan, but with a careful eye on not taking anything away from either side".

He also hinted that the new SUV will be styled along the lines of the successful Renault Captur compact SUV. "Conceptually, this car will not challenge conventions," he said. "We want to hit the same sweet spot of head and heart that we did with the Captur."



SPY SHOT  
RENAULT SUV



*All those who believe  
technology should make  
life easier: step forward.*



## FORD KUGA TITANIUM X SPORT

### > Hands-free Tailgate

A tailgate that opens with a simple wave of your foot: just one of the many technologies available on the Kuga Titanium X Sport.

At the pinnacle of the range, everything about this smart utility vehicle is a step ahead.

[ford.co.uk/kuga](http://ford.co.uk/kuga)

Official fuel consumption figures in mpg (l/100km) for the Ford Kuga range: urban 30.4-52.3 (9.3-5.4), extra urban 45.6-65.7 (6.2-4.3), combined 38.2-60.1 (7.4-4.7). Official CO<sub>2</sub> emissions 171-122g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Ford KeyFree System with Hands-free Tailgate is available as an option on all models except Zetec.



**Go Further**



# Steve Cropley

Volkswagen Golf GTD:  
probably the best car  
in the real world



## MONDAY

Over the past few days, I've been driving probably the best car in the real world. This might strike you as a daft claim since we're talking about a Volkswagen Golf, one of the most accessible cars on the road. But as many a reviewer has remarked (since road testing began in these pages 87 years ago), ubiquity was never a bar to excellence. My favourite Golf is the GTD, a model with a sporty chassis and a very frugal diesel engine (109g/km) that packs 180bhp and 280lb ft of torque and sends its ample urge through a dual-clutch automatic gearbox.

I acknowledge that we've previously said the GTD isn't quite as sharp as a Ford Focus, but the more you drive it, the more you appreciate quieter features such as screen-based audio-nav-vent arrangements

that are better than a Bentley's and electric mirror adjustment that's more convenient than that of a Rolls. Despite a 0-60mph sprint that sounds only medium-brisk at 7.5sec, your step-off from rest in the city comfortably defeats the most ferociously driven white Transit. The GTD feature that I particularly value is the way the steering wheel self-centres deliciously through your fingers at a perfect speed after every suburban corner. Such qualities govern your overall assessment of the car.

## TUESDAY

No let-up in communications falling into my inbox from the likes of the Road Haulage Association and Fair Fuel UK, which continue to urge the government to ease its various duties on fuel, even though we've started seeing large falls

in pump prices plus indications that they'll stick. Reckon I'm saving £6 to £7 every time I fill the trusty Peugeot RCZ R, which feels nice. Many will disagree with this next statement, so I've donned my tin hat, but given that the country particularly needs our taxes at present, and fuel still seems cheap, I'm quite happy with things as they are.

## WEDNESDAY AM

Early press conference in central London at which Renault revealed that in future, if you insist, it will sell you the batteries in its successful electric models, rather than merely leasing them. The company (whose total sales have been outpacing our healthy car market for the past 19 months) has now sold over 2000 Zoes, Twizys and leccy Kangoos in an increasingly active electric car market. Last year there were five EVs on the UK market; now there are 11.

I continue to have a soft spot for battery cars and aim to run a Zoe as our family's short-haul transport through Christmas. I'll bet it does many more trips than the rest of our motley collection (Hyundai i10, Citroën Berlingo, Fiat 500, Smart,

Honda Civic Type R  
in central London:  
what was it doing?



Range Rover, two motorbikes and some kind of Nissan) over the Festive Fortnight.

## WEDNESDAY PM

Walking back towards London's Trafalgar Square, I noticed a disguised Honda Civic Type R (tipped to be in showrooms next summer) creeping along in the congested traffic. Its progress was so slow that I had time to catch it on foot and snap the pic above, and plenty more.

Back in the office, we fell to speculating about what the car was doing there. I'd assumed that it was involved in some sort of stop-start test, but others insisted that it was far more likely to be on a promotional tour; a bloke of our acquaintance was once engaged to drive a yet-to-

be-launched car back and forth through densely populated areas for three straight weeks, parking it outside specific restaurants and watering holes. The idea makes sense; this Honda's disguise, ironically, made it stand out from the herd and did nothing to disguise its proportions.

## FRIDAY

Managed to cause a minor Twitter incident by suggesting that my best memory of the 2014 GP season – even beyond Hamilton's fine championship – would always be the magnificent way that Rosberg faced defeat in Abu Dhabi. I was deeply impressed by his grace and composure, which makes me all the more certain that this rivalry is far from over.

Reckon I'm saving £6 to  
£7 every time I fill up the  
trusty Peugeot RCZ R

steve.cropley@autocar.co.uk

@StvCr

# Merc readies self-driving

Beneath this heavy disguise is the autonomous Mercedes-Benz concept car that will be revealed in full for

## SPY SHOTS

MERCEDES-BENZ  
SELF-DRIVING CAR



**M**ercedes-Benz is set to reveal its design thinking for a self-driving car at the Consumer Electronics Show in Las Vegas in early January.

Photographs of a disguised but pod-like concept have surfaced in Germany. Mercedes design director Gorden Wagener, who is in charge of the project, insists that a self-driving Mercedes will be considerably more "emotional" than the recently publicised Google autonomous

car, which he dismisses as "more like a device, a piece of public transport".

Wagener told Autocar: "We will show a vision for the whole exterior soon. There is no doubt it is an exciting opportunity, but at this stage we are simply exploring possibilities, not confirming how it will be. A self-driving Mercedes might look different from our normal range, but it certainly doesn't have to."

Wagener believes that Mercedes' proportions are

unique and that the crucial thing about any design is how it reflects brand values. "Our cars' long bonnets, with their cabins sitting back over the rear wheels, are so beautiful that I'm not sure we would want to go away from that concept," he said.

In any case, the change to autonomous cars won't come soon – at least not in the next generation of cars.

"We will see cars making convoys on the autobahn first," said Wagener, "but



Self-driving concept is a four-seater; it promises to still be "emotional"

## Suzuki plans six new models in big sales push



SUZUKI PLANS TO launch six new models – revising almost its entire car range – between now and 2017. The aim is to continue a sales charge that it began three years ago.

The company has lifted annual UK sales from 20,000 to 37,500 since 2012. It believes that it can achieve two per cent of the market, or about 50,000 cars a year, when the new models arrive.

"We'll launch two new cars a

year for the next three years," said Dale Wyatt, Suzuki GB's head of sales and marketing. "By 2017 we want to have two A-segment saloons, two B-segment saloons and two small SUVs in our range – all of them new models."

The plan, Wyatt said, is to have a "very rational" model and a more stylish, youth-image car in each of the three classes.

The first of the six models will be the Celerio city car next

February. It will be followed in April by the new Vitara SUV, a partner to the rational S-Cross.

The next newcomers will be a supermini-sized hatch to join the successful Swift, plus a cheekier city car, probably with 4x4 capability.

The Swift is likely to be replaced in 2016, and Suzuki is believed to be planning an extra-hot version for 2017. A renewed Jimny baby 4x4 is also planned for 2017.

### DARTFORD TOLL BOOTHS TO GO

The Dartford Crossing – one of the UK's worst motorway congestion blackspots – is having its toll booths removed to create a 'free-flow' system. Drivers can pay the toll using a pre-pay account or one-off payments online or by phone.



### NEW SPEED LIMITS FOR LORRIES

The government is to increase the dual-carriageway speed limit for lorries in England and Wales from 50mph to 60mph. It will come into force on 6 April 2015. The limit on single carriageways will rise to 50mph early next year.



# concept

the first time in the US next month



when we turn off, we will want to keep enjoying our cars."

Mercedes has already revealed the contemporary interior design that will grace the new autonomous mobility concept car at CES.

Developed at its Sunnyvale research and development centre in California, the interior has been conceived to showcase the design and engineering freedoms made possible by autonomous driving technology and the latest developments

in gesture, touch and eye detection control.

The multi-faceted four-seat concept interior features high-backed, lounge-style seats that rotate to allow a face-to-face configuration in what Wagener describes as a "digital living space".

The vehicle's surroundings – whether pedestrians, other road users or the local buildings – are portrayed inside as fluid all-round information on displays.

**STEVE CROPLEY**



## JLR boss backs maverick projects

DESPITE PLANS FOR rapid sales growth, Jaguar Land Rover boss Ralf Speth has said he will continue to back more maverick projects within the company, such as the Project Seven F-type special edition (pictured).

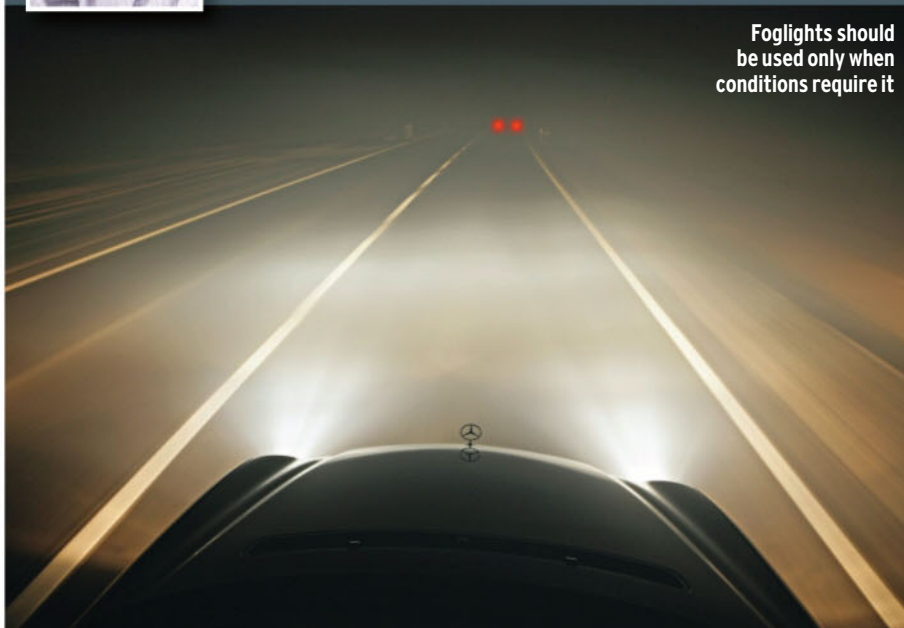
"When people have the passion to bring such ideas to life, we should embrace it," he said. "Jaguar and Land Rover need to remain agile enough to indulge people's passions and help realise them. It is important that we encourage this."



Tester's Notes

# Matt Prior

Foglights should be used only when conditions require it



It's that time of year when we're putting the final flourishes to the Christmas double issue – which, for reasons the publishers tell me is eminently sensible, will be on the shelves from next Wednesday, 10 December, and remain on sale for a fortnight.

In the mag, we'll review the road tests we've conducted during this year, and – small spoiler alert – describe what would be our 'optimum' road test vehicle. This fantasy car will be constructed from the best bits of cars we've tested this year: the sweetest steering, rortiest engine, best gearbox and so on.

I know what I'm nominating, but what I'd quite like to know is what you'd pick, too. Suggestions on a digital postcard then, please. Some kind of readers' ideal road test car will be described in this column in the 24 December issue.

● My pet motoring hate has shifted with the seasons. For

### A fantasy car will be made from the best bits of cars we've tested this year. What would you pick?

most of the year, I scorned those who emerged carelessly from slip roads, on to motorways or dual carriageways, with nary a glance over their shoulder, as if right of way was inherently theirs.

But now, instead, my mood is greyer than the weather for those who do not appreciate that switching on their high-intensity rear light and driving at 80mph should comprise mutually exclusive activities.

If visibility is so restricted that you need a foglight, you

shouldn't be driving at 80mph. (Well, you ought not to in any circumstances, really, but you know what I mean.) Conversely, if it's clear enough to drive at the legal limit, an illuminated foglight is not required.

I'm no fan of speed limiters, or warning buzzers, or more legislation than is strictly necessary. But someone needs to have a word with the people who indulge in this kind of buffoonery.

● An error. In last week's 'Britain's top 50 cars' feature, sitting at number 20 was a Toyota GT86.

I wear the bruises from trying to argue that it should have placed more highly, but there's nothing inherently wrong with its position. Except one thing: there's no mention of the Subaru BRZ. Subaru has written to ask, perfectly reasonably, why not.

Now, in a back-to-back comparison we once made, differences in suspension geometry, which is all that dynamically separate the GT86 and BRZ, in our minds made the Toyota marginally preferable to drive. The Toyota's a bit happier of tail – a touch more indulgent.

But really it is only a marginal difference, so the short answer to Subaru's question is that the BRZ should have been listed at number 20, too, and it was an oversight that it wasn't. Happy to put the record straight.



Subaru BRZ is equal 20th in our list of Britain's top cars

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# What the fleet industry tells us about car reliability

Data on more than 400,000 fleet cars paints a revealing picture about reliability. **John Evans** reports

**A** Vauxhall Astra has tougher interior trim than an Audi A3, a Ford Mondeo has more reliable suspension than a Mercedes-Benz C-class and a Renault Mégane is likely to run more smoothly than a BMW 1-series. These and other preconception-busting facts, as well as some that confirm what the motoring public already suspects, are contained in previously confidential fleet industry data revealed exclusively by Autocar.

Released by CAP Automotive, a vehicle information company, the data is an analysis of vehicle servicing and maintenance records generated by thousands of UK garages since 2003. The information is updated daily and distributed to the fleet industry.

The data contains the details of more than five million jobs, ranging from fault diagnosis to parts replacement, on 400,000 cars. Most makes and models are represented. The data enables fleet managers to compare the frequency of parts replacement between vehicle makes and models at all mileages from 5000 to 150,000 miles. The results allow fleets to determine which

will be the most cost-effective vehicles to operate.

Almost 80 of the most common workshop jobs are listed in the data. They include replacement of major components such as the engine, alternator, starter motor and water pump, as well as service items, including

We identified key jobs involving the replacement of major components and wear and tear items across a selection of popular models in four sectors: superminis, family hatchbacks, business saloons and executive cars.

In the supermini sector, the Volkswagen Polo was

the most ignition problems.

The most troublesome model in the sample was the Mégane, which topped the replacement charts for front suspension, dampers, steering and front brake pads. The Volkswagen Golf, meanwhile, reinforced its image as a competent car by consistently scoring average percentages in most job categories.

In the saloon sector, Mercedes spoiled its reputation for good build quality with a 16.4 per cent incidence of front suspension work, compared with a category average of 5.5 per cent. Meanwhile, the BMW 3-series recorded an above-average 20.6 per cent (average 8.8 per cent) to top the table for ignition problems. Its trim was the best anchored, though.

The VW Passat required the fewest front brake pad replacements (55.5 per cent of cars in CAP's records), compared with the C-class at 123.8 per cent and an average of 101.6 per cent.

In the executive sector, Audi was again notable for its greater incidence of trim

replacement, six per cent of A6s requiring new parts or repairs compared with an average of 3.8 per cent and a category low of 2.8 per cent, achieved by the BMW 5-series. That said, the figures do not necessarily indicate that Audi's interiors are weaker than rival brands; they could also suggest Audi drivers value their cars to such an extent that they are more likely to get minor damage repaired.

The 5-series required the fewest front brake pads in its category. Mercedes demonstrated an appetite for front suspension components, with 17.7 per cent of E-classes requiring work, compared with an average of 9.8 per cent. Apart from a slight issue with its steering, the 5-series fared best in the executive sample.

CAP has no plans to add the data to its car buyer services at [cap.co.uk/consumer](http://cap.co.uk/consumer). However, it said it hoped the information would remind people to consider maintenance costs, as well as purchase price and depreciation, when choosing a new or used car.

## *A Ford Mondeo has more reliable suspension than a Mercedes-Benz C-class*

tyres, dampers, brakes, cambelts and windscreen wipers. Repairs to the engine and gearbox, problems with ECUs and ignition systems and fault diagnosis are also highlighted. In addition, more minor jobs are listed, including the replacement of items such as bulbs, keys, numberplates and interior trim.

Autocar was given access to the data to find out how parts replacement rates between makes and models – what the fleet industry calls 'burn rates' and expressed as a percentage of the total number of the make or model in question – compare. We were able to scrutinise cars at all mileages but

chose to analyse data captured over 75,000 miles.

notable for front suspension problems. More than a third of the examples (35.4 per cent) on CAP's database needed front suspension work, compared with 6.8 per cent of Ford Fiestas and an average for the sample of cars of 24.6 per cent. More than a quarter of Polos (26.3 per cent) also experienced problems with their ignition systems, compared with three per cent of Fiestas and an average of 12.9 per cent.

In contrast, the Polo's interior trim was the most durable, with just 5.7 per cent requiring replacement parts, compared with an average for the sector of 10.5 per cent.

Of the Audi A3s listed, 10.5 per cent required new trim, compared with an average for the sample of 6.75 per cent. The model with the most robust trim was the BMW 1-series (2.6 per cent), followed by the Vauxhall Astra (3.5 per cent). However, the 1-series suffered

### It needs what?

**THIS IS SOME of the more unusual replacement work that cars required over the course of 75,000 miles...**

**UNDERTRAYS** 20 per cent of Ford Mondeos (compared with an industry average of 4.2 per cent)

**NUMBERPLATES** 9.3 per cent of Peugeots (industry average 8.4 per cent)

**LOCKS** 5.1 per cent of

Volkswagens (industry average 3.1 per cent)

**KEYS** 11.7 per cent of all Fords (industry average 4.5 per cent)

**DOOR MIRRORS** 12.1 per cent of Vauxhalls (industry average 6.2 per cent)



**BMW 3-SERIES**

- ✓ Trim stays anchored
- ✗ Ignition can be troublesome

**VOLKSWAGEN GOLF**

- ✓ Average on all measures
- ✗ Outstanding on none

**VAUXHALL ASTRA**

- ✓ Trim well anchored
- ✗ Alternator potentially troublesome

**AUDI A3**

- ✓ Front brake pads wear well
- ✗ Trim can be a problem





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Grid Gossip

# Joe Saward



Indian GP's backers hoped F1 would raise house prices



Qatar rumours are back; its last big open-wheeler race was GP2 in 2009

## Who will stage a GP next?

**R**rarely a week passes without the rumour of a new grand prix in the planning stages. There are a couple at the moment, although one is an old story being revived for reasons that might seem rather obvious.

The idea of a race in Qatar has been kicking around for five years. It could happen, of course, as it seems to be just a question of money, but the same story always seems to pop up whenever there is a renegotiation going on with a track in the same region.

Abu Dhabi recently signed a new deal and Bahrain is in the process of discussing a five-year deal from 2017 to 2021. Thus, it is rather convenient that stories are popping up suggesting that Qatar is willing to pay the highest-ever race fee for an event. The intention is presumably to get the two countries bidding against one another, but it is more likely that they will get together, compare notes and then make a decision.

The top price for a race these days is about \$50 million a year, without taking into

account any construction or organisational costs, so there are not many places that can afford F1, particularly if public money is required. Because it is impossible to make a profit from an F1 event at this price, there are no promoters around, unless there is another reason to host such an event.

One such idea is the concept that F1 raises real estate prices in an area, so it can be worth developers investing in an event if they think that it will create massive profits. This was the theory behind the now-defunct Indian GP and the race that was being planned in New Jersey.

There are restrictions on where races can be held, under the terms of the agreements between the teams and the

commercial rights holder. Half the races need to be in Europe. This is why the new race in Azerbaijan has been promoted as being the Grand Prix of Europe, although that claim is tenuous at best, given that Baku is 1000 miles east of Istanbul, traditionally the meeting place of Europe and Asia.

There was some excitement last week in Denmark, where the former minister of science, technology and development, Helge Sander, said there were discussions going on about the possibility of hosting a grand prix close to the city of Herning, on the Jutland Peninsula. Denmark is suddenly keen on F1, thanks to the adventures of Kevin Magnussen with McLaren.

Herning did not look like a bad venue. The city is renowned for its sporting events and facilities and has the largest exhibition centre in Scandinavia, hosting 500 events a year and drawing 900,000 visitors.

Sadly, it seems that Sander jumped the gun. Local mayor Lars Krarup put out a statement to say there had been some initial discussions about F1 but local authorities were not going to get involved because Sander's remarks had resulted in fears that an F1 project would affect other planned developments, which include a new business park, a racecourse, a movie theatre and an electric CO<sub>2</sub>-neutral monorail. It pays to shut up sometimes...

### The top price for an F1 race is about \$50 million a year

#### MARUSSIA ASSETS TO BE SOLD

Marussia's remaining assets are to be sold off at auction by the administrators looking after the defunct F1 team's affairs. The sale on 16-17 December includes race chassis, many spare parts, a test lab, machine shop and computer kit.



#### PORSCHE NABS MAIDEN WIN

Porsche claimed its first World Endurance Championship win at Interlagos, Brazil, on Sunday. Romain Dumas, Neel Jani and Marc Lieb drove the winning 919 Hybrid. Mark Webber was hospitalised after a heavy shunt in the sister car.



# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £18,900 (EST)  
ON SALE APRIL 2015



# Suzuki Vitara 1.6DDiS 4x4

24.11.14, Nice, France All-new Vitara looks set to mount a tough challenge to other mini-SUVs

## FIRST VERDICT

Looks and drives well enough to give Nissan's Juke serious competition



## SO GOOD

- Good equipment, sensible prices
- Strong and flexible 1.6 diesel
- Big-car feel in a 4.2m body

## NO GOOD

- Steering a bit indirect near straight-ahead
- Diesel vocal under 50mph or so

## TESTER'S NOTE

The thin needles and precision graphics of the Vitara's instrument dials add an aura of quality not often seen in cars like this. **SC**

SUZUKI HAS BEEN having a good time in the UK over the past three years, practically doubling its sales to 37,500 units and acting like a serious player instead of a wallflower. And that's before it launches six new models over the next three years.

First will come the ultra-economical Celerio supermini, but it will be the arrival next April of the Vitara soft-roader that sets fur flying. Suzuki is taking aim at the Nissan Juke, the class favourite, plus the Skoda Yeti and all the other B-segment SUVs currently crowding into the market – and no wonder. By 2020, demand for B-segment SUVs is tipped to reach a million a year, and Suzuki believes that it deserves a share – not least because it has been building small off-roaders since 1970, so this latest model contains 45 years of concentrated know-how.

The Vitara has an all-new body and interior, but it uses adapted underpinnings from the recently

launched SX4 S-Cross. There are two engines: an improved version of Suzuki's 118bhp 1.6-litre petrol four from the Swift and a cleaner 1.6-litre diesel producing precisely the same power, although double the torque.

In size, the Vitara fits between the Juke and Yeti, which makes it big for the B-segment, but its prices go straight into the segment's heartland. The two-wheel-drive petrol model is around £14,000 and the ritziest 4x4 diesel – which includes stuff

like radar cruise and automatic city braking – sits below £19,000. Bright colours and a choice between different grille colours and city and off-road body styles should keep all types of buyers happy.

On the road, the 1.6DDiS 4x4 impresses, with strong torque off the mark and pleasing mid-range acceleration. The steering is fairly light, although a little slow near the straight-ahead. The suspension isn't sophisticated (what with a twist



Vitara is smaller than its SX4 S-Cross sibling but well packaged for a 4.2m-long car



There's plenty of room in the front – and the back, for that matter – and the cabin has an aura of quality often lacking in its rivals



Vitara feels agile and rides nicely; the turbodiesel seems more flexible and stronger than its 1.6-litre capacity would suggest

beam rear end) but it benefits from UK tuning; body control is fine, high-frequency bumps are well damped and it never gets too crashy.

This 1.6DDiS 4x4 gets a six-speed gearbox (only five with the petrol model), which has a light, short throw. The engine is quite vocal, even at idle, but it settles down when working and supports high overall gearing, so its note gets lost at a motorway cruise, but road and wind noise don't.

The AllGrip models get a transmission mode selector (Auto, Sport, Snow and Lock) plus hill descent control. Sport tweaks the engine to yield extra torque and sends a greater percentage of it rearwards for better cornering balance. Lock is for when you're bogged down: it directs torque to each corner and brakes any wheel that tries to spin.

Suzuki calls the new Vitara city-friendly and it is, the compact

dimensions and relatively tall body making it very manoeuvrable in crowded streets. That tallness helps packaging, too. The Vitara feels big in the front, but that doesn't come at the expense of rear room. The load bay is relatively generous in size, but there's no sign of a flat floor when you lower the rear seatbacks.

The Vitara is also business-friendly. Suzuki is aiming at 111g/km for the four-wheel-drive diesel manual,

which must surely mean a combined fuel economy figure in the high 50s. Even the petrol auto does 49.5mpg.

Suzuki's new Vitara looks a powerful new competitor. It's smart, although not funky in the Juke sense. Who knows? Perhaps platoons of buyers who dislike funk are out there, waiting. Whatever, the Vitara is capable, economical and well priced and it deserves to do well.

**STEVE CROPLEY**

## AllGrip tailors the car's responses

SUZUKI'S ALLGRIP four-mode system combines its 45 years' expertise at building 4x4s with a penchant for making fuel-sipping, affordable small cars. Modes vary from Auto, which prioritises two-wheel drive and fuel economy, to Lock, for use when bogged, which forces each wheel to take its share of torque and brakes any that begins to spin. Compare it with any other soft-roader at the price and you see tangible evidence that Suzuki expects Vitaras to do their share of difficult off-roading. Sport, meanwhile, augments torque and sharpens throttle response. Best of all worlds.



### SUZUKI VITARA 1.6DDiS 4X4

<b>Price</b>	£18,900 (est)
<b>0-62mph</b>	10.5sec (est)
<b>Top speed</b>	120mph (est)
<b>Economy</b>	57.5mpg (combined, est)
<b>CO<sub>2</sub></b>	111g/km
<b>Kerb weight</b>	1295kg
<b>Engine</b>	4 cyls, 1598cc, turbodiesel
<b>Power</b>	118bhp at 3750rpm
<b>Torque</b>	236lb ft at 1750rpm
<b>Gearbox</b>	6-spd manual

MANUFACTURER'S CLAIMED FIGURES



# BMW 3-series eDrive

**24.11.14, Miramas, France** Plug-in petrol-electric 3-series shows real promise in prototype guise

## FIRST VERDICT

As quick as a 335i and potentially as cheap to run as a 320d



## SO GOOD

- Strong, flexible performance
- Engaging handling
- Low CO<sub>2</sub> output

## NO GOOD

- Reduced boot space
- Drivetrain refinement still needs work

## TESTER'S NOTE

The 3-series eDrive's 22-mile electric range may not sound much, but most commutes are less, and it's 19.5 miles further than the ActiveHybrid 3 achieves. **GK**

FOLLOWING THE UNVEILING of the showroom-bound X5 eDrive, BMW has now revealed plans for a second plug-in hybrid based around a regular production model: the 3-series. The firm claims that the 3-series eDrive will set new standards for fuel efficiency when it goes on sale in Europe next September.

The new car, which indirectly replaces the non-plug-in ActiveHybrid 3, runs a petrol-electric hybrid system similar to that used by the X5 eDrive. But rather than providing drive to all four wheels like it does in the upmarket SUV, it sends drive exclusively to the rear.

Sitting up front is BMW's turbocharged 2.0-litre petrol engine, tuned to deliver 177bhp and 236lb ft of torque. This unit is supported by an electric motor mounted in the standard eight-speed automatic gearbox, which has been modified to improve fuel efficiency and manage the transition between power sources. It provides an extra

94bhp and 184lb ft of torque. All up, it means that this 3-series offers a combined output of 242bhp and 295lb ft of torque in hybrid mode.

The electric motor draws energy from a lithium ion battery mounted relatively high up in the boot, shrinking overall capacity slightly from the 480 litres offered by more conventional 3-series models.

BMW makes some pretty

impressive fuel economy claims for the 3-series eDrive, although, like all new plug-in hybrids, the claimed figure is not truly representative of real-world driving. For what it's worth, though, the 3-series eDrive is said to return 131mpg, giving it an average CO<sub>2</sub> rating of just 50g/km.

The hybrid system operates over five different modes, with two new ones specific to the eDrive model



With a full charge, the 3-series eDrive has a claimed electric-only range of 22 miles

## QUICK FACTS

PRICE £37,000 (EST)  
ON SALE Spring 2016 (UK)



Combined energy of the 2.0 turbo petrol engine and electric motor give 335i-like pace; ride and handling are largely uncompromised



The display can keep you informed of where the propulsion is coming from; five drive modes include electric only and Save Battery

called Max eDrive and Save Battery.

The eDrive mode provides all-electric running. The claimed electric range is a modest 22 miles, achieved at speeds limited to about 75mph.

To drive, this early prototype is convincing in terms of overall operation but lacks the final layer of drivetrain refinement to make it truly impressive. Still, with a year of development left before the final version is due, it would be disappointing if it wasn't on the money by the time it hits showrooms.

Unlike with some recent plug-in hybrids that we've driven, there's no extra cockpit drill to perform before setting off. In fact, the BMW is entirely straightforward. You simply climb in, belt up, place your foot on the brake and hit the start button. There's no firing of the petrol engine when the ignition catches. With sufficient charge and the hybrid system in its default mode, the eDrive moves off on battery power alone.

In the initial couple of miles of

running in eDrive mode, the car is smooth and, given the relatively modest power, surprisingly swift as it accelerates to typical urban speed limits. Still, it doesn't take much of a push on the throttle before the system draws on the engine for more power.

As you up the pace, there is a nice, flexible nature to the delivery and plenty of encouragement to press on. Together, the electric motor and petrol engine provide thoroughly convincing in-gear performance. It may not sound as good, but it accelerates with all the urgency of the 335i.

However, the interaction between the two power sources isn't quite as seamless as we've witnessed in some more recent plug-in hybrids. In the prototype that we drove, there was a brief pause as the petrol engine kicked in and a distant whine from the electric motor on a loaded throttle.

BMW hasn't provided any official performance data yet, but with a good deal of low-end torque and impressive traction, the finished

version of the 3-series eDrive should crack 0-62mph in less than 6.0sec.

Dynamically, there's not much to fault. The big battery is likely to endow the eDrive with a kerb weight of more than 1700kg, but the car handles with distinction, even on our test car's modest 225/50 R17 tyres.

It steers in a direct manner, displays impressive body control and has strong levels of grip. It's only when you push hard in tight corners that the added weight becomes an issue. The front end loses grip and understeers a little earlier than a conventionally powered 3-series and the weight of the battery pack drags the rear axle around in a mild pendulum effect if you're going for it.

Right-hand-drive versions aren't due to go on sale before the second quarter of 2016, according to BMW. When it does reach the UK, though, it will be priced close to the existing 335i, which starts at £37,760.

As with the X5 eDrive, the addition of a plug-in hybrid option certainly

extends the fleet appeal of the 3-series, allowing it to run in electric mode for worthwhile distances for the first time. This should make it attractive to car buyers facing CO<sub>2</sub>-related road usage charges. On the strength of this first drive, though, there are plenty of other factors to recommend this model, not least its solid performance, engaging handling and ease of operation.

**GREG KABLE**

## BMW 3-SERIES eDRIVE

Price	£37,000 (est)
0-62mph	5.8sec (est)
Top speed	145mph (est)
Economy	131mpg (combined)
CO <sub>2</sub>	50g/km
Kerb weight	1700kg (est)
Engine	4 cyls, 1997cc, turbo, petrol, plus electric motor
Power	242bhp (combined)
Torque	295lb ft (combined)
Gearbox	8-spd automatic

MANUFACTURER'S CLAIMED FIGURES

# RENAULT CLIO

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### Representative example

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Cash price	£15,595	Optional final payment	£5,758	Fixed interest rate p.a.	6.13%
Dealer deposit contribution	£1,600	Option to purchase fee	£149	6.9% APR representative	



The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique MediaNav dCi 90 S&S are: Urban 70.6 (4.0); Extra Urban 88.3 (3.2); Combined 83.1 (3.4). The official CO<sub>2</sub> emissions are 90g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary with driving styles, road conditions and other factors.



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**QUICK FACTS**  
PRICE £48,215  
ON SALE NOW



# Volkswagen Touareg 3.0 V6 TDI

**27.11.14, Surrey** Facelifted large SUV shows what it's now capable of in range-topping guise

## FIRST VERDICT

This Touareg is well built and comes loaded with kit, but there are better large SUVs available – and at more attractive prices



## SO GOOD

- Generous equipment
- Strong engine
- Solid cabin

## NO GOOD

- Road noise
- Poor infotainment system
- Numb steering

## TESTER'S NOTE

In our experience, air suspension helps the ride, but be prepared to shell out £1880 for the privilege. RW

THIS IS MOST expensive model in the recently facelifted Volkswagen Touareg line-up, all of which are now better equipped and more efficient than before. Outside, the facelift brings a revised front end, with larger bi-xenon headlights as standard, a new grille and a redesigned lower bumper and spoiler. The rear bumper has also been tweaked, with integrated LED foglights.

Under the bonnet is the more powerful of two 3.0-litre V6 diesels. It produces 258bhp and 428lb ft of torque from 1750rpm. As part of the revamp, the standard eight-speed automatic gearbox now comes with a coasting function. This and new stop-start and regeneration technology mean that this model's CO<sub>2</sub> output of 174g/km is 11g/km lower than its predecessor's, and fuel economy is 2.3mpg better, at 42.8mpg combined.

This version of the V6 diesel is noticeably more muscular than the 201bhp variant. It starts pulling from low revs and delivers its power

over a relatively wide band to allow confident overtaking at all speeds. It's slightly coarse at its top end, but it's not bad enough to ruin an otherwise relatively smooth experience.

The slick eight-speed gearbox helps, too, although the new coasting function interrupts the calm with a noticeable jolt when the engine and gearbox are reintroduced. The stop-start system feels rudimentary, too. Happily, both can be switched off.

There's little to get excited about with the Touareg's handling. Ultimately, grip is good and the steering is light enough to help in tight urban parking, but there's little feedback for the driver and its body isn't quite as well behaved in tight bends as that of BMW's X5.

The ride isn't up to the standards of the best in this class, either. Standard R-Line suspension is 25mm lower than the entry-level SE's set-up, and it struggles to smooth out broken asphalt at low speeds, even if the ride at motorway speeds is better.

Cabin quality isn't class-leading, but everything feels solid and the switchgear is logically laid out. Even so, the touchscreen system is looking and feeling old, with its dated graphics. Four adults will sit comfortably, although three across the back will be a bit of a squeeze. There's more load space than in an Audi Q5 but less than in an X5. The standard equipment is impressive, too, in R-Line trim.

The Touareg is well built, with a strong engine and lots of kit, but it's far short of being the best large SUV. An X5 xDrive25d SE costs considerably less and brings a sharper drive. Its four-cylinder engine is also smooth and considerably cleaner and more frugal. Or, for about £3000 less, you could drive away in a twin-turbo six-cylinder diesel Audi SQ5. It offers more power and is quicker in an outright sprint, yet it emits barely any more CO<sub>2</sub> and uses only marginally more fuel while doing so.

**RORY WHITE**



Facelift includes a revised rear bumper and those tailpipes emit less CO<sub>2</sub> now; there's lots of kit, but the touchscreen feels dated

## VOLKSWAGEN TOUAREG 3.0 V6 TDI SCR 262 R-LINE

Price	£48,215
0-62mph	7.3sec
Top speed	140mph
Economy	42.8mpg (combined)
CO <sub>2</sub>	174g/km
Kerb weight	2185kg
Engine	V6, 2967cc, turbodiesel
Power	258bhp at 2500rpm
Torque	428lb ft at 1750rpm
Gearbox	8-spd automatic

MANUFACTURER'S CLAIMED FIGURES

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The Dacia Sandero range from £5,995.  
What Car? Best Supermini under £12,000 for the second year running.

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## You do the maths

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**The official fuel consumption figures in mpg (l/100km) for the Dacia Sandero range are: Urban 37.2 (7.6) - 65.7 (4.3); Extra Urban 57.7 (4.9) - 80.7 (3.5); Combined; 48.7 (5.8) - 74.3 (3.8). The official CO<sub>2</sub> emissions for the range are 135g - 99/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary according to driving styles, road conditions and other factors. Prices shown include delivery to dealer, number plates, 20% VAT, 12-month Government road fund licence and £55 first registration fee. Prices shown are Manufacturer's Recommended Retail Prices, which apply to new Dacia vehicles when ordered by 31 December 2014.**

**QUICK FACTS**  
**PRICE** £50,280  
 (INC GOV'T GRANT)  
**ON SALE NOW**

# Tesla Model S 60

**22.11.14, London** Entry-level Model S electric saloon is priced to compete with BMW's 5-series

## FIRST VERDICT

All the style and practicality of the more expensive model, and a better ride. Quick enough for most people



## SO GOOD

- Mechanical suspension offers improved ride
- Quick steering and well tied down body
- iPad-style display works well

## NO GOOD

- Front seats lack side support
- Steering lacks feel
- Reduced range over 85 models

## TESTER'S NOTE

Anything other than careful driving severely reduces battery range. JH

THERE'S A NEW entry point into Tesla's Model S line-up, and it's a more affordable, everyday proposition than the barnstorming P85+ version we've driven before. That model was undoubtedly a seminal moment for the electric car – and possibly for automotive development – but this version, at £50,280 after the government grant, is within reach of buyers who might normally go for a plush German exec.

The revised range is now made up of the 60kWh model driven here, the punchier 85kWh model and, from July 2015, the range-topping P85D. This replaces the P85+ model and will have an eye-watering 682bhp, deployed via all four wheels.

There are some important mechanical differences between this Model S and other models. It makes do with a 298bhp motor, which gives a top speed of 120mph and a claimed 0-60mph time of 5.9sec. Claimed range is 215 miles, or 80 miles less than you get in the 85kWh car.

Other than the motor and the fact that it sheds more than 100kg thanks to a smaller battery pack, the most notable change is to the suspension. The P85+ used an air-sprung set-up, with stiffer anti-roll bars and 21-inch wheels. The Model S 60, however, gets coil springs, helping to soften out the ride – at least for the most part. Where the firmer P85+ would crash over potholes, the 60 glides over them beautifully. That said, continuous ripples in the road cause it to fidget and never properly settle.

The pay-off is that when you exploit the fast and direct steering and launch the 60 at a bend, there is prodigious grip and barely any roll, despite the smaller wheels and tyres. Eventually the front will wash wide, and if you give the accelerator a prod mid-corner you can tempt the rear to break loose, but it's never wild.

The car could do with a bit more feel as you approach the limit, and in Sport mode the steering is needlessly

heavy while remaining as numb as it is in the other modes.

Off the line, it feels like a fast petrol V6, and although it doesn't shock in quite the same way as its siblings, the power delivery is at least more manageable. It's fair to say that at speeds above 60mph you will notice its comparative lack of power, but this is still a very quick car.

You won't be missing out on the full Tesla experience, either. The 60 comes with a TV-sized screen in the dash, heated leather seats and lots of goodies you'd pay extra for in rivals.

Whether your blood runs eco green or petrol blue, this is still a stunning car that feels years ahead of most EVs. It's not perfect, and you need to make adjustments for its range limitations, but it is stylish, fast and dynamically adept while offering great practicality at a comparatively affordable price. It's a worthy alternative to conventionally powered executive rivals.

**JOHN HOWELL**



The Model S 60 still offers impressive straight-line performance; it's well equipped, with a large, iPad-like display as standard

## TESLA MODEL S 60

<b>Price</b>	£50,280 (inc gov't grant)
<b>0-60mph</b>	5.9sec
<b>Top speed</b>	120mph
<b>Range</b>	215 miles (US EPA rating)
<b>CO<sub>2</sub></b>	0g/km (tailpipe)
<b>Kerb weight</b>	1999kg
<b>Engine</b>	AC induction motor
<b>Power</b>	298bhp
<b>Torque</b>	325lb ft from 0-5900rpm
<b>Gearbox</b>	Single-speed fixed gear

MANUFACTURER'S CLAIMED FIGURES

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**SENSE**

**QUICK FACTS**  
**PRICE** £33,515  
**ON SALE NOW**



# BMW 520d

**19.11.14, Longcross, Surrey** Range stalwart gains revised engine to cut emissions and raise power

## FIRST VERDICT

Buying a 5-series was always a no-brainer and this facelift has cemented its place at the top



## SO GOOD

- Supple ride
- Precise steering
- Silky smooth gearbox
- Lots of equipment

## NO GOOD

- Not quite as nimble as a 3-series
- Adaptive dampers are an essential option

## TESTER'S NOTE

Optional VDC adaptive dampers are vital if you want your 5-series to glide over bumpy UK roads. **PB**

THE BMW 5-SERIES is probably the finest company car that money can buy. It has been at the top of its game for years, making it a prime target for rivals in the hard-fought executive saloon class.

Audi fired a shot across the 5-series' bows when it introduced its new range of Ultra diesel engines in the A6 a few months ago. They were smoother, more efficient and, in most cases, cheaper than the equivalent four-pot engines in the 5-series.

However, BMW quickly struck back, slotting two new engines into the big-selling 518d and 520d and cutting CO<sub>2</sub> emissions to an impressive 109g/km. This is our first chance to try them here in the UK.

Our test car came in the sort of spec that you're likely to see flying up and down the motorways of Britain, an unassuming silver SE auto, mercifully free of too many optional extras. But even in this guise, the 520d feels great.

A new turbocharger, higher-pressure fuel injectors and tweaked

balancer shafts have helped to free up an extra 6bhp and 15lb ft of torque, taking the 520d's totals to 187bhp and a healthy 295lb ft. These might sound like small gains, but given the ingredients of a four-cylinder diesel engine, heavy saloon body and automatic gearbox, the 5-series does a remarkable job of feeling like more than the sum of its parts.

Our car came with optional (£985) adaptive dampers and 17-inch wheels, and this combination means that it rides beautifully. Whether you're cruising the motorway, barrelling down a country lane or purring through town traffic, you can stick the 520d in Comfort mode and it'll ease the burden of travel better than any other saloon in this class. Yet the pillowy soft ride doesn't come at the expense of ability elsewhere in the 520d's dynamic repertoire.

The steering is quick and precise, throttle response is sharp, and although you have to pay extra if you want shift paddles on the

steering wheel (trust us, you do), the eight-speed ZF gearbox affords the driver a great level of control, banging quickly up through the gears when required, or slurring the changes to keep the revs down.

Even in this relatively humble trim, the 5-series feels like a high-quality product. Satellite navigation, leather upholstery, cruise control, Bluetooth and DAB are all standard and the materials and switchgear in the cabin are close to matching those of the plush A6 for quality.

Although the 5-series is the obvious choice in this class, it's thoroughly deserving of that status. No other executive saloon combines its tidy handling, class-leading CO<sub>2</sub> emissions, brilliantly supple suspension and roster of equipment.

The changes to the engine are negligible when it comes to performance, but the incredible refinement cements the BMW's place as the benchmark in this tough class.

**PAUL BOND**



The 520d displays an artfully honed balance of ride and handling; even in basic trim, the interior is well equipped and feels classy

## BMW 520D SE AUTO

<b>Price</b>	£33,515
<b>0-62mph</b>	7.7sec
<b>Top speed</b>	145mph
<b>Economy</b>	68.9mpg (combined)
<b>CO<sub>2</sub></b>	109g/km
<b>Kerb weight</b>	1705kg
<b>Engine</b>	4 cyls, 1995cc, turbodiesel
<b>Power</b>	187bhp at 4000rpm
<b>Torque</b>	295lb ft at 1750rpm
<b>Gearbox</b>	8-spd automatic

MANUFACTURER'S CLAIMED FIGURES

# CASH MACHINES

Cars that retain their value add up financially, but will they also appeal to the driver in you? **Matt Saunders** lines up four depreciation-led duels to see where the smart money goes

PHOTOGRAPHY LUC LACEY



Let's hope the mandarins at the Treasury aren't reading this. There's absolutely no desire at Autocar to put the mockers on the current slow descent of fuel prices or to encourage even higher carbon taxes. But the truth is that neither of them matters half as much as the financial opponent that has stalked the motorist for as long as anyone cares to remember: the dark lord depreciation.

Depreciation remains the biggest single expense that most drivers have to bear. These days, if you get more than half of the original value of your new car offered at trade-in time after a typical ownership stint

of three years and 30-odd-thousand miles, you've had a result. If you're not careful, you'll get more like 35 per cent of it. If you're a private owner, that's your cross to bear. For others, it's the biggest single determinant of their monthly contract hire payment.

Quite how nearly three-quarters of the value of a Jeep Cherokee or an MG 6 can disappear by the time the car is only a quarter of the way through its operating lifespan defies reasonable explanation. But according to the people who supply the residual value forecasts that you read in the Autocar road test every week (see sidebar, top right), it can. The big con perpetrated in every showroom in the country is

that, in advertising the list price of a new car instead of the projected cost of ownership, car makers are doing so many of us a disservice.

In order to buy smart, it often pays to spend more up front – and sometimes to consider the kinds of cars that we don't routinely recommend so highly in our road test top five charts. In some cases, as you're about to read, the cars that pay you back simply don't do enough to clinch the deal. But there are always jewels to unearth – cars as pleasing to drive and use as they are easy on the wallet. And we're about to sift a few out into the light, as well as bury a few misapprehensions. →

## WHERE WE GET OUR DEPRECIATION INFO

THE RESIDUAL VALUE numbers in this feature, our long-term test reports and our road test every week are supplied by CDL Vehicle Information Services, the UK's top provider of quick-reference vehicle insurance and financial data.

If you've ever used MyCarCheck or MyTextCheck to look up the value of a used car before making an offer, you've tapped into the same database. The company sells its numbers to the likes of Comparethemarket, Halfords, Swiftcover and Tesco Bank.

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EXECUTIVE GT

# PORSCHE PANAMERA DIESEL VS MERCEDES-BENZ CLS350 BLUETEC

YOU MIGHT HAVE been looking at a Porsche Macan on these pages. Should be, strictly – since Weissach's performance SUV is about the most wanted new car of 2014. Picking an in-demand model from a blue-chip brand is a sure-fire way to avoid depreciation. However, we've already written that about that car a few times this year – and between you and me, you're going to read about the Macan once or twice more before the year is out. Retained value somehow seems the least remarkable thing about it.

And the Macan is not the only Porsche on the block at the moment that'll give relative reward to an intelligent investor. Big saloons aren't normally great at paying their first owners back, but buy a Panamera Diesel today and it'll be worth a greater proportion of its original price in three years than a seven-speed manual 911 Carrera S.

An equivalent Mercedes-Benz CLS four-door, also facelifted this year, will pay you back eight per cent less. So although the Porsche is £12,000 dearer out of the showroom, owning one for three years actually costs you only £2000 more.

We've ranked the current Panamera and CLS pretty closely since their market launches half a decade ago, both as solid four-star bets. But in light of that market reality – plus some illuminating back-to-back driving – you can't deny the Porsche's dynamic superiority.

On cabin space, material quality and ambient richness, the pair are very evenly matched. Headroom and legroom in the back seats are almost identical – enough for two adults, but no middle space for a third.

The Mercedes' cockpit has a flavour of old-world luxury about it. The Porsche's is less ornate, more modern and functional, but no

less chubbily upholstered or solid to the touch. Both are deeply pleasant places in which to while away a long journey.

The Merc is the easier-going, more laid-back saloon to drive, with lighter control weights, gentler pedal responses and a quieter ride. But that ride – on standard steel springs and selective dampers, at least – could be more comfortable. There's a slight abruptness to the vertical body control that's just sharp enough to jostle you in your seat at times. The car doesn't have an impervious low-speed ride, either.

At higher speeds the CLS does a creditable job of gliding along while giving you enough feedback and performance to maintain your interest. But the Panamera strikes that balance better.

Although the Porsche rides more firmly, its better damping actually makes the ride the more comfortable

while at the same time keeping its body movement better in check. We had a mismatched pair of test cars for this exercise, the CLS on its standard steel springs, the Porsche on optional height-adjustable air suspension.

There's more road noise in the Panamera, which you often get as a result of pneumatic spheres, but not a lot. The Porsche's steering, meanwhile, is much heavier than the CLS's, but more incisive and much more feelsome, and the Panamera corners flatter than the Benz, develops more grip and has the better cornering balance.

Then there is the Porsche's powertrain, which beats that of its rival in every important way on the road save one. This year's revision to the Panamera gave it the strong twin-turbocharged diesel engine that the original so clearly lacked. You can feel the difference between these two cars on outright in-gear acceleration, but



	Porsche Panamera Diesel	Mercedes-Benz CLS350 AMG Line Premium Plus
<b>RATING</b>	★★★★☆	★★★★☆
<b>VERDICT</b>	Fleet of foot, decent on fuel and a sound financial bet. A distinguished GT – albeit one that is rather awkward on the eye	Classic luxurious charm meets modern saloon design. Creditable to drive, but ride and powertrain could be better, despite the nine-speed 'box
<b>Price</b>	£65,634	£53,545
<b>Retained value</b>	£35,300, 53.8% (after 3yrs, 36k miles)	£24,675, 46.1% (after 3yrs, 36k miles)
<b>Depreciation</b>	£30,334	£28,870
<b>0-62mph</b>	6.0sec	6.5sec
<b>Top speed</b>	161mph	155mph
<b>Economy</b>	44.1mpg	52.3mpg
<b>CO<sub>2</sub></b>	169g/km	142g/km
<b>Kerb weight</b>	1975kg	1845kg
<b>Engine</b>	V6, 2967cc, twin-turbo, diesel	V6, 2987cc, turbodiesel
<b>Power</b>	297bhp at 4000rpm	255bhp at 3600rpm
<b>Torque</b>	479lb ft at 1750rpm	457lb ft at 1600rpm
<b>Gearbox</b>	8-spd automatic	9-spd automatic



The Panamera is quicker, more refined and rides better

the Porsche's powertrain is the more refined and responsive as well as the more potent. The CLS effortlessly returns 40mpg, whereas the Panamera does only 37mpg. Frankly, it would be a small price to pay.

The Porsche's big vulnerability remains obvious: it's an awkward-looking car – plain ugly from some angles – and the Diesel doesn't have the oversized rims, extended sills or spoilers to disguise its clumsiness. Although the CLS is not half as pretty as Merc's original, it has the contest sewn up on that front.

But not overall. If you're looking for a smart luxury saloon that's as rewarding to drive as it will be at resale time, look no further than the Panamera Diesel. Keep it for four years rather than three and it'll even start to put money back into your pocket relative to the CLS – as well as just about every other rival exec that we could mention. →



Both employ 3.0-litre V6 diesels, the more frugal Merc (on left) with a single turbocharger, the punchier Porsche with two turbos



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SL65 BLACK » 720+ BHP (+DELIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DELIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
250 CDI ALL MODELS » 259+ BHP  
320 CDI V6 » 274 BHP  
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420 /450 CDI V8 » 358 BHP

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M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
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## COMPACT CROSSOVER DACIA DUSTER VS NISSAN JUKE

SOME 30,000 BRITONS a year are buying the Nissan Juke at the moment. Can so many people be wrong? Not, perhaps, if they're getting everything that they want in this off-the-wall supermini-cum-SUV.

Very few Juke buyers are likely to expect much added practicality from their new car. What they expect, it strikes me, is something fresh and different. If you fancy a Juke, you'll have one – simple as that.

But would you still fancy one if I parked a handsome enough alternative next to it that had a more practical cabin, comparable performance and economy and three and a half grand in the glovebox? That, in a nutshell, is what the Dacia Duster offers. Yes, it's cheap to buy. More important, it's cheap to own. And although it's basic, it's easily good enough to hold its own next to even the pricier high-rise hatchbacks.

Dacia's sales philosophy is behind the car's rock-solid residuals. As a rule, heavier-depreciating cars are sold with big discounts. The worse the depreciation gets with every passing model generation, the bigger the discount needs to be to seal the deal – and so the spiral deepens. Dacia doesn't do discounts or dealer stock or 'September special' clear-outs. Which is why, three years after you bought it new, a Duster can cost you as little as £4000 in depreciation. I reckon you wipe more off the value of a BMW X5 the instant you sign the registration documents.

Value motoring of that order doesn't come with heated seats, DAB radio or inductive charging for your smartphone. It doesn't need to. It can afford to impose a little bit of austerity – and the Duster unashamedly does. The car has manual door locks, a heater but no air conditioning and a fixed steering column, while you have to pay extra for a radio. It's a considerably less mechanically refined car than the Juke, as well as more sparsely equipped, which means that the engine is not only noisier but also coarser at times and considerably less civilised on the motorway.

Having said all of that, I much prefer the way the Duster rides and steers to the slightly stiff-legged, over-dramatised manners of the Nissan. The Juke is on a mission to convince you that it's fun. There's turbo flutter from the 1.2-litre engine, a boost gauge, a Sport mode that adds weight to the steering wheel and sharpness to the accelerator and, all the time, upright body control and a nagging firmness to the ride. The Duster counters with a softer, simpler, broader-batted chassis tune, honest and natural steering feel and a bit less (but no great shortness of) directional responsiveness and outright grip.

You could go on a family holiday in the Duster, such is the volume of the cabin. By stark contrast, a full-size adult can't even sit in the back of the Juke without grazing his or her head on the rooflining. Plenty of normal superminis offer more space than the Nissan, although not the more convenient ride height, I grant.

None of which will matter much to someone who just fancies a Juke, which is itself a pretty tidy act on retained value. Personally, I'd take the usability, comfier handling manners and the money in the glovebox. But I'd spend a bit of it on a radio. You need one on longer journeys to drown out the engine whine. ➔



The Duster relies on less refined 1.6 that has 104bhp



The Juke's 1.2 uses a turbo to lift output to 113bhp

	Dacia Duster 1.6 Access	Nissan Juke 1.2 DIG-T Acenta
<b>RATING</b>	★★★★☆	★★★★☆
<b>VERDICT</b>	Functional value for money of a kind that you won't find anywhere else – and a pragmatic, modern-looking, likeable machine with it	Still the most alternative volume-produced car on the road. Great if you're looking for something different, but not very spacious or well rounded
<b>Price</b>	£9495	£15,320
<b>Retained value</b>	£5300, 55.8% (after 3yrs, 36k miles)	£7675, 50.1% (after 3yrs, 36k miles)
<b>Depreciation</b>	£4195	£7645
<b>0-62mph</b>	11.5sec	10.8sec
<b>Top speed</b>	104mph	111mph
<b>Economy</b>	39.8mpg	50.4mpg
<b>CO<sub>2</sub></b>	165g/km	129g/km
<b>Kerb weight</b>	1160kg	1236kg
<b>Engine</b>	4 cyls, 1598cc, petrol	4 cyls, 1197cc, turbo, petrol
<b>Power</b>	104bhp at 5750rpm	113bhp at 4500rpm
<b>Torque</b>	109lb ft at 3750rpm	140lb ft at 2000rpm
<b>Gearbox</b>	5-spd manual	6-spd manual

DRIVER'S CAR

# MINI PACEMAN COOPER S VS TOYOTA GT86 GIALLO EDITION

THEY SHOULDN'T fit self-levelling headlamps to cars like the Mini Paceman. Drive one in the dark on an unlit road with the dipped beams on and you'll soon understand why.

The Paceman has a problem with body pitch. It's not the worst-afflicted example of its breed, but because it's fairly short of wheelbase and stiffly sprung, it has an unmistakable tendency to teeter slightly, shuffling

weight between its front and rear wheels. That, in turn, causes the headlamps to auto-adjust, in an attempt to keep the dipped beams level. But they can't quite adjust quickly or finely enough. So the upshot is that they often amplify the effect of the body movement rather than cancel it and thereby exacerbate your perception of the root cause.

Just one quirk of many that make

up modern life in a fast Mini. It's a busy, boisterous kind of life, but a commendable one in part, because Minis have an enviable capacity to resist depreciation. Any example should beat 45 per cent retained value over a typical three-year ownership, and some do even better, the Paceman Cooper S being one of them.

Toyota's recently revised GT86

in limited-edition Giallo trim does eight per cent worse over three years and 36,000 miles, and because it's more expensive to buy anyway, it is expected to surrender more than £15k in depreciation, whereas the Mini gives up less than £12k. And £1000 a year buys you plenty of weekend unleaded.

Here, however, we come up against the difference between the concepts of 'cost' and 'value'. Three years in a GT86 may very well cost you more than the same time spent in a Paceman, but I'd defy any remotely keen driver not to realise the greater performance value in the Toyota, derived as it is from a drive so much more naturally agile and entertaining that you'd simple never believe these cars could be rivals.

Every dynamic impression that the Paceman tries so desperately to conjure, the GT86 produces effortlessly – and to much more convincing effect. One is a true sports car, you might argue, the other a gussied-up hatchback. Of course, they offer different things. But if you went out blind intending to buy the first £25k four-seat sports coupé you found, you could end up with either.

The GT86 is actually a softer ride and much less demanding to drive



A GT86 has better dynamics and is easier to drive



Paceman is quick to gain speed, slow to shed value

	Mini Paceman Cooper S Chili Pack	Toyota GT86 Giallo Edition
<b>RATING</b>	★★★★☆	★★★★★
<b>VERDICT</b>	A good investment, and a roomy, usable, desirable four-seat coupé to boot. Its dynamic talents don't run deep enough to give a truly rewarding drive	Lack of outright performance and average residuals take the edge off an otherwise perfect score. Hard to find more fun for less money anywhere
<b>Price</b>	£24,795	£27,495
<b>Retained value</b>	£13,000, 52.4% (after 3yrs, 36k miles)	£12,300, 44.7% (after 3yrs, 36k miles)
<b>Depreciation</b>	£11,795	£15,195
<b>0-62mph</b>	7.4sec	7.6sec
<b>Top speed</b>	137mph	140mph
<b>Economy</b>	47.1mpg	36.2mpg
<b>CO<sub>2</sub></b>	139g/km	181g/km
<b>Kerb weight</b>	1380kg	1275kg
<b>Engine</b>	4 cyls, 1598cc, turbo, petrol	4 cyls, 1998cc, petrol
<b>Power</b>	187bhp at 5500rpm	197bhp at 7000rpm
<b>Torque</b>	192lb ft at 1700rpm	151lb ft at 6400rpm
<b>Gearbox</b>	6-spd manual	6-spd manual



than the Mini, because its sporting qualifications (low centre of gravity, good weight distribution, rear-wheel drive) are more deeply founded than the Paceman's (fast steering rack, firm, short springs, grippy tyres and plenty of turbocharged torque). In a straight line, the Mini is probably quicker, but contending with the bump steer, broken traction, body deflection and braking instability that it throws at you on a B-road would make keeping up with the Toyota quite a physical, full-on task.

Meanwhile, the GT86 is all balletic balance and communication, linear in its responses, tactile and immersive though the corners. It remains a sports car of genuinely rare integrity and quality, less concerned about dazzling you with how fast you're going than how you're going fast.

Yes, in the cold light of day, according to our experts, the Toyota costs £3000 more over three years for that experience – and it's not as usable as the Mini, either. But that's still only £20 a week. Can't see how you'd get that much extra amusement out of a perfect-handling rear-wheel-drive sports car over a fast but flawed front-driver? Then you need a better imagination.



## PREMIUM HATCHBACK

# LEXUS CT200H VS BMW 120D

THE ADVANCE of premium brands such as Lexus into the territory of traditional mass-market brands like, say, Vauxhall over the past couple of decades hasn't been founded on tight shutlines, slush-moulded plastics or rear-wheel drive. Primarily, it has been founded on value. The CT200h here depreciates almost £2000 less over three years than an equivalent Vauxhall Astra, even though the Vauxhall's list price is £3000 cheaper.

Lexus, in particular, has an enviable reputation for low ownership costs, not least because its hybrid powertrains have been saving fleet drivers money on company car tax for so long. That's why we were surprised to line up its CT200h F Sport against an equivalent BMW 120d M Sport and find that the difference between them is less than one per cent on retained value, according to our sources.

Cheaper versions of the CT do better against the drop, but with the

higher-end versions you stand to be repaid only £1000 more over three years than with an equivalent BMW.

If I were buying one with my own money, that wouldn't be enough. Wouldn't come close, in fact, to compensating me for the strange, one-dimensional driving experience that this Lexus forces on its owner.

You don't have to look very far, or drive a great distance, to understand what it is that Lexus does well. Sure, the CT's cabin is a bit cramped and its driving position is perched high and fairly tightly enclosed, but it's rich and expensive to touch. There's more carefully stitched leather in here than you expect to find in any compact hatchback, and the fascia and door fittings look and feel high quality. The engine runs quietly and smoothly – and that's when it's running. The suppression of road and wind noise is first rate, too.

But the chassis doesn't deliver

such carefully hewn refinement. It's too firm and short of travel by quite a margin and the steering is much too heavy and direct. The cause of this is obvious. Lexus attracts younger business fleet drivers with its tax-friendly low-CO<sub>2</sub> powertrain, but it knows that what many of those drivers really want is a bit of dynamism. The company's hybrid system is about as convincingly thrusting as Tom Jones these days, so it over-compensates with a super-direct suspension set-up.

A 120d, by contrast, has a noisy diesel engine and a conventional, inexpensive and unimaginative cabin, but it's the more complete premium product by a mile. Authoritative performance, balanced and engaging ride and handling and more occupant space give it an over-arching sense of substance that the Lexus can't even approach – despite the evident substance of its cabin plastics. **A**



The BMW is noisier but is the keen driver's choice

The Lexus is refined and depreciates more slowly

	Lexus CT200h F Sport	BMW 120d M Sport auto
<b>RATING</b>	★★★★☆	★★★★☆
<b>VERDICT</b>	Plush, solid and in some ways refined, but its performance is pedestrian and its dynamics flawed	A bit gruff and not as habitable as, say, an Audi A3, but more engaging to drive. Worth the extra depreciation
<b>Price</b>	£26,745	£27,950
<b>Retained value</b>	£13,100, 49.0% (after 3yrs, 36k miles)	£13,500, 48.3% (after 3yrs, 36k miles)
<b>Depreciation</b>	£13,645	£14,450
<b>0-62mph</b>	10.3sec	7.2sec
<b>Top speed</b>	112mph	142mph
<b>Economy</b>	68.9mpg	62.8mpg
<b>CO<sub>2</sub></b>	94g/km	119g/km
<b>Kerb weight</b>	1410kg	1430kg
<b>Engine</b>	4 cyls, 1798cc, petrol, plus electric assist	4 cyls, 1995cc, turbodiesel
<b>Power</b>	134bhp at 5200rpm	181bhp at 4000rpm
<b>Torque</b>	105lb ft at 2800rpm (ICE only)	280lb ft at 1750rpm
<b>Gearbox</b>	E-CVT	8-spd automatic

# CHARGING BULL

The Asterion previews the plug-in hybrid tech that's coming from Lamborghini. But don't panic: there's still a big V10 as well. **Hilton Holloway** takes a closer look

PHOTOGRAPHY STAN PAPIOR



Lamborghini did an unusually good job of keeping the Asterion concept under wraps. Until it rolled on to the stage at a Volkswagen Group event on the night before this year's Paris motor show, the only news had been that Lamborghini would be showing a hybrid car. The assumption was that the car would be a variation of the new Aventador.

When the new car finally appeared in the spotlight, it took a few seconds for those in the audience to realise that this GT car was the new Lamborghini. And although it doesn't look it, the Asterion actually has quite a degree in common with the Aventador and Huracán.

Described by Lamborghini as a "technology demonstrator", the Asterion combines the Huracán's 5.2-litre V10 with a new seven-speed dual-clutch automatic gearbox, a lithium ion battery pack (in the space normally occupied by the Huracán's forward-driving propshaft) and two electric motors on the front axle.

The main Aventador connection is the lower part of the carbonfibre monocoque, which the Asterion shares with the range-topping model. The front and rear subframes are most likely based on those of the Huracán.

Work on the concept "started a couple of years ago", according to Maurizio Reggiani, Lamborghini's head of research and development. "We began with an installation [of the prototype] hybrid drivetrain in a standard Aventador, so we wouldn't gain any attention," he says. "The idea was that we could have [internal] discussions on what type of hybrid would be suitable for Lamborghini. We needed to conduct an investigation of the behaviour of a plug-in system and the mix of the battery electric engine and [internal combustion] engine. We needed to test and exercise it. You can't judge such a thing in a better way."

Having settled on the exact recipe for the plug-in transmission, Reggiani says the idea for the →



The Asterion incorporates existing Lamborghini design themes in a sleeker style



Beneath the glass is a normally aspirated 5.2-litre V10 engine



← actual concept car could be “refined”. He says: “We wanted under 100g/km and an autonomy [battery-only] range of 50km. In the future, we are sure in many cities when you drive downtown, you will need to travel fully electrically.”

Reggiani describes the somewhat unexpected Asterion package – which is mid-engined but looks rather like a classic, long-nosed, front-engined GT car – as a “plug-in with good handling. It offers more comfort in the interior and the exterior is less edgy”.

Although the lower part of the Asterion’s carbonfibre monocoque is shared with the Aventador, the upper part is new, allowing the car to have more upright windscreen pillars. This and the modified rocker moulding are intended to make it easier to get in and out of the cabin

compared with Lamborghini’s more hardcore models.

Even so, the final transmission recipe is in the very hottest road category. Running solo, the V10 engine produces 602bhp and 413lb ft of torque. The dual-clutch automatic gearbox also has an electric motor integrated into it. This can drive the rear wheels but seems to have a more important role in energy recuperation, helping to recharge the lithium ion battery pack when the car is in motion. The extra hybrid technology adds 250kg to the transmission’s overall weight.

Along with the twin motors on the front axle, the total output from electrical sources is a significant 296bhp. That makes a theoretical 898bhp combined. There’s no word on what the total torque output might be, although it would probably

have to be limited to a degree to prevent the tyres’ grip from being overwhelmed. Indeed, at full tilt, the Asterion is claimed to be capable of hitting 62mph in just three seconds before running on to 199mph.

Reggiani says using electric motors on the front axle allows a maximum speed of 78mph. If the primary motor was in the transmission, it would have a much tougher job driving the gearbox, which, in turn, would have to drive the rear wheels.

But there’s another, much more compelling reason for twin motors on the front axle. Reggiani says although it was decided that “this was the best layout”, the motors can also be used to significantly influence the car’s handling.

“The motors work with the plug-in to assist the engine, but also support

A production version is tipped to sell for about £350,000





Access is easier than in other Lamborghinis; the cabin mixes traditional GT features with high-tech elements



Two motors drive the front wheels only in pure electric mode



the dynamics with torque vectoring on the front wheels," says Reggiani. "The motors can run at different speeds and with different torque levels, improving the agility of the car through the speed at which you can enter and exit a corner."

When asked if the adoption of plug-in hybrid transmissions is a precursor to engine downsizing across Lamborghini's range, Reggiani is clearly not convinced. "The rules from governments will become more and more severe for CO<sub>2</sub>," he says. "We face new challenges. I think to maintain the DNA of a sports car will need naturally aspirated engines with a high number of cylinders. Maybe one day we will have to downsize and use turbochargers. But I think plug-in is the right solution."

We won't see a pure electric Aventador, either. "[Today's] batteries

are too big and too heavy for a super-sports cars," says Reggiani. "Maybe over the next few years suppliers will drive down the cost and weight, but today super-sports cars cannot accept the weight and price of batteries. I think the Asterion really works." And there won't be a plug-in Aventador "within the next five years".

Thanks to a "positive" reaction from the media and the public ("people were expecting something different from Lamborghini, but it has been positive"), it seems that work on the Asterion has moved forward another step.

Reggiani says: "The discussions inside Lamborghini now are about the potential cost of the car and – because the car is heavier – the handling, comfort, high-speed behaviour and acceleration." Sources have suggested that any production

Asterion would be priced at about the same level as the Aventador, plus the extra cost of the hybrid transmission.

A showroom price that was, say, around the £350,000 mark would dramatically undercut rival super-sports cars such as the Porsche 918 and McLaren P1.

Indeed, Lamborghini boss Stephan Winkelmann has already hinted at this market positioning, describing the Asterion as conceived more for comfortable luxury daily cruising than for "ultimate track performance".

The Asterion would be a neat move for Lamborghini in the supercar wars. It's likely to be usable, dramatically quick and cheaper than rivals. It would also broaden Lamborghini's portfolio and open the company up to customers who find today's models too hardcore. **A**



The Next Gen winner is announced at the SMMT year-end dinner

# HERE COMES THE FUTURE

The Autocar-Courland Next Generation Award attracts the brightest young talent with clever innovations. So what made Nicole Agba and her idea the 2014 winner?

If the car industry's younger generation has its way, cars and bicycles in future traffic jams will be interconnected via a universal smartphone app, a car's sensitive steering wheel rim will be able to detect whether the person driving the car is fit to drive it, and the notion of foot controls for cars could be consigned forever to the scrapheap.

These are just a few of the far-reaching proposals for a more efficient transport system of the future suggested by finalists in this year's Autocar-Courland Next Generation Award. The annual competition was jointly launched six years ago by Autocar and the people-search company Courland International and is

aimed at attracting Britain's best undergraduates to pursue careers in the automotive industry.

"Every day it becomes more important to attract top talent to the car industry," says Autocar editor Jim Holder. "Advanced thinking is vital to success now, and big opportunities are opening up in fields like car marketing, advertising, business and human resources, just as much as in design and engineering."

Each year several hundred students from universities all over Britain submit their Next Generation ideas, and the best half-dozen – chosen from a series of local eliminations – are invited to make presentations in person to a nine-strong panel of industry experts



chaired at Autocar's headquarters by Steve Cropley.

The final group is whittled down to just three people after day-long deliberations that include a 20-minute presentation from each entrant, followed by rigorous questioning by the panel. The winner's identity is revealed at the Society of Motor Manufacturers and Traders' traditional year-end dinner in central London each November. The successful graduate gets a large cheque plus five months' work experience provided by the Next Generation Award's impressive list of automotive backers. Runners-up have the consolation of the contacts they've made, the experience, some invaluable career counselling from



The six finalists make a 20min presentation, then judges quiz them



From left: finalists Freddie Lee, Nicole Agba and Serge Kaldany all came up with innovative and credible ideas

## THE WINNING IDEA



Courland and the CV benefit of having been a Next Gen finalist.

This year's winner, Nicole Agba – a colour and materials designer who trained on Coventry University's transport design course and has a passion for the motor industry – impressed judges with an imaginative proposal for an intelligent steering wheel rim that uses SFIT (Smart Fabrics Interactive Textile) thread to deduce a driver's fitness to drive by combining in the car's central computer information about heart rate and rhythm, blood pressure and respiration. Through clever combinations of these measurements – against a background that the driver feeds in at the beginning – the system can detect, with excellent accuracy, whether a driver is too tired or too drunk to drive, and if he is, it can

## THE WINNER GETS A LARGE CHEQUE PLUS FIVE MONTHS' WORK EXPERIENCE

immobilise the car (in a controlled way). Enough information can be collected, argues Agba, even to assess psychological signals such as the driver's anger state.

The other two 2014 finalists' entries demonstrated equally fresh ideas. Freddie Lee from Nottingham University proposed a form of interconnection, based on downloadable smartphone apps, between bicycles and cars/trucks travelling close together in dense traffic. The rider's phone sends out a silent positioning signal. The driver's receives it and if the bicycle is close or in a critical position, it emits an audible alert similar to the noise of

a parking sensor. Lee says the app, called Eye See You, could be offered to cyclists free of charge while being made compulsory for car drivers or truckers through administrative bodies like Transport for London.

The third finalist, Serge Kaldany from City of London University, proposes a new kind of car control system that uses recent developments in car ergonomics and haptics to group all functions under the fingers and hands of the driver, making foot controls unnecessary. All essential driving information and switchgear is carried on a futuristic console with its essentials so miniaturised, Kaldany argues,

that a conventional fascia front and centre console space would be barely necessary, freeing designers to create radical, new-look interiors, improving cabin space enormously and reducing complexity in manufacture. Like the others, this entry looks very, very good.

In a competition of lesser quality, either runner-up could have been victorious. But as this year's competitors and backers agreed, the fact that two very deserving entries had to be passed up in favour of Agba's intelligent steering wheel speaks volumes for the standard of this latest Next Gen competition. Long may it continue. **A**

APPLICATIONS OPEN EARLY 2015: [AUTOCAR.CO.UK/NEXTGENERATIONAWARD](http://AUTOCAR.CO.UK/NEXTGENERATIONAWARD)

# Better by. *redesign*

Ian Callum's pet project to reimagine the Jaguar Mark 2 is finally complete. He takes **John Simister** for a spin

PHOTOGRAPHY ADAM WARNER

**"**Isn't it small?" That's Ian Callum's surprising first observation about his Jaguar Mark 2. "It looks smaller than the original," he goes on, "because it's lost the chrome and the bumpers."

You have to agree. Those of us old enough to remember a Jaguar Mark 2 as a reasonably everyday sight think of it as a big car, as befits its hefty straight six engine and directors' car park habitat. But not today, when even a Vauxhall Astra takes several seconds to walk past.

The visual shrinking of something already compact is an unintended consequence of Jaguar design chief Callum's latest project, coincidentally revealed to the world at the same time as the new XE, its closest modern equivalent. As well as latest, it's in a way also his oldest; Callum has been mentally reimagining Mark 2s since he was a boy. Now, half a century later, he has crystallised those thoughts with the



Callum has been dreaming about this since childhood

help of the Classic Motor Company of Bridgnorth, Shropshire, diligent and long-established restorer of interesting old Jaguars.

"When I was a kid, I wanted the Mark 2 to look like this," Callum explains. "Those Mini and Escort racers with no bumpers looked

great – so clean and pure. Why not the Jaguar? Actually, it was because there was nothing under the bumpers. It took a long time to come up with this design, with brake ducts like a racing car's. It's functional, matter-of-fact." And controversial? "Not everyone →







Cabin takes cues from the original but with bespoke details



Callum (on right) tells Simister that he's "delighted" with his car



← likes it, but hey, it's my car. And the design is non-negotiable for the later cars."

Later cars? What started out as Callum's one-off realisation of a long-mulled-over idea has grown into a plan to make 11 more examples of the 'Mark 2 by Callum', all dechromed apart from details such as the grille (now with a modern Jaguar badge) and door handles (remade to accommodate the absence of a chrome flanking strip). "Several people have shown interest," reports CMC's Nick Goldthorp. "But no deposits yet." The likely £300,000 price could be a factor, but that's what it costs to re-engineer a car as thoroughly as this.

Today is the first time Callum has had a proper drive in his new toy – which, incidentally, is entirely his own concept and nothing to do with today's Jaguar company. We're driving from Jaguar's design and engineering centre at Whitley, Coventry, towards Kenilworth and Ian's house.

First thoughts? "It's great being able to see out of the windows," he says. "There's a lesson for modern cars here. I love this steering wheel; I wondered about going half an inch smaller, but it's just right. And now this sat-nav is telling me I'm speeding and I don't know how to turn it off..."

Sitting next to Ian as the reality of his idea's realisation, and the fact that it all works, sinks into

his head, I can take in an interior cleverly different from the original yet reassuringly familiar. There's a full complement of wood, but it's the dark oak from an XFR ("It's much more modern, and the machined switches add a bit of glamour"). The soft trim is red, with some quilting in the leather, and the headlining is bonded to the roof as in the Daimler V8-engined derivative of the Mark 2. "It's much more chic," Callum contends. The front seats are Alfa 156 beneath their red leather skins.

We accelerate out of a roundabout, exhaust growling with a crisp edge. "I'm impressed with how easy it is to drive," enthuses the car's creator. "It feels poised, with nicely balanced steering, and the body feels strong. I could drive to Scotland in this quite happily. I'm delighted with it."

Now we're at the house and the neighbours are coming out to have a look. Ian points out the subtleties: the external fuel filler for a tank now set vertically behind the rear seat, the air extractor louvres where the filler flap used to be and more air extractors ahead of the doors. Yes, the signature Callum wing louvres: "I've got the functional side vents at last." The front wings have been remade to pull the tops of the arches out slightly, so subtly that you'd never guess. 'IC' logos adorn the bootlid and main dials, and Ian's signature,



Original Jag Mark 2 had much more chrome on display




Dark oak wood veneer comes from the modern XFR



in silver, is encased in the glovebox's lacquer.

The wheels are 17in split-rim wires by Turrino. "We had some debate about wheel size, but 18 inches was too big. It needs some tyre on it to look right." All four wheels sit perfectly within their arches thanks to offsets that make the front and rear tracks equal, unlike the original. It's part of a suspension revamp that includes lowering the body by 30mm on the front subframe, adding anti-dive, fitting a bespoke, electrically assisted steering rack in place of the steering box, fine-tuning the camber and killing the bump steer.

The engine sits lower and slightly inclined, to straighten the driveline and improve cooling. The gearbox is a five-speed Tremec T5. Everything has changed at the rear, the leaf springs and solid axle replaced by a multi-link independent system based on that of the X-type but heavily redimensioned and using original Mark 2 mounting points. CMC's Andrew Turvey designed it, plotting the geometry the old-fashioned way with fishing line and marks on the floor.

More than 6500 hours of building and development time have gone into this 1963-going-on-2014 Mark 2. "I must get Mike Cross to have a go in it," says Callum. Yes, the Jaguar dynamics chief's seal of approval would finish it off nicely. 

## WHAT CALLUM'S MARK 2 IS LIKE TO DRIVE

**BEFORE DRIVING THE** Mark 2 by Callum, I tried a standard car. Its heavy, springy steering and slow-shifting Moss gearbox gave it a strong feeling of likeable, busy vintageness. Callum's car is from another planet.

Its 4.3-litre, 260bhp XK engine, fed by an authentic pair of SU HD8 carburettors, fired by electronic ignition and exiting its spent gases through a pair of central tailpipes, pulls cleanly and lustily. The gearchange is quick and precise, ditto the steering. The rigidity and ride are both those of a modern car, and even the wind noise is acceptable despite the old-style rain gutters. Dynamically, this is a well developed, capable and enjoyably agile machine.

Just two snags. The brakes tend to 'hang on' momentarily when you release the pedal, a servo characteristic which CMC director Nick Goldthorp



intends to fix. And, just like in the original Mark 2, it's almost impossible to heel and toe, because the accelerator pedal is too low. With these glitches fixed, this really will be a modern-feeling car in cleverly retro-flavoured clothes. You could happily use it every day, if you dared.

# Mercedes S-class coupé

The replacement for the CL grand tourer has some big boots to fill

**MODEL TESTED** S63 AMG

● Price £125,595 ● Power 577bhp ● Torque 664lb ft ● 0-60mph 4.5sec  
● Fuel economy 21.6mpg ● CO<sub>2</sub> emissions 237g/km ● 70-0mph 48.7m ● Skidpan 0.91g

**M**eet the S63 AMG, the UK launch variant of the new S-class coupé and Mercedes' replacement for the CL, which was the last two-door model to use the firm's flagship saloon as its basis.

The adoption of the family name seems a little curious when you consider that the rest of the motor industry seems to be renaming closely related cars with unbridled enthusiasm. In this case, though, the likely reasoning isn't hard to fathom: despite a 20-year, three-generation run, the CL's special status still felt like something that needed to be

**WE LIKE** Creamy V8 ■ Opulent interior ■ Suitably huge cabin ■ Dominant performance



● Adaptive LED headlights are standard on the S63, but you can also have 47 Swarovski crystals embedded in the cluster for good measure.



● A windscreen-mounted radar is no longer unusual, but the S63's suite of sensors is worth pointing out. It rivals a Predator drone for heavy-duty surveillance tech.



● As standard, the S63 comes with 19-inch, 10-spoke AMG alloys, but our test car wore optional 20s. Both are constructed from forged aluminium.



● The twin-blade radiator grille differentiates the S63 from the S500 – and just in case you didn't spot the exclusive design quirk, there's a wee badge to nudge the point home.

explained to the layman; the S-class, a certified 'Sonderklasse' for six decades, does not.

With the V8-powered S63 AMG landing first, it's unlikely anyone would fail to spot the coupé's apparent emphasis on the driver, either. Just like its predecessor, the S63 is intended to charge headfirst at the customer base currently keeping Bentley's bottom line black with Continental GT orders. It has certainly been given the looks and powerplant for such a task; the question is, does the overall experience live up to them?

## DESIGN & ENGINEERING



The coupé is a little shorter and lower than the standard-wheelbase S-class saloon, but its smaller dimensions should not be misinterpreted as a lack of presence. This is still a five-metre-long car with a longer wheelbase than a Ferrari FF's. Moreover, atop the king-size chassis, Mercedes has placed a quite striking coupé body. The interplay of concave and convex surfaces is a familiar theme of the →

## HISTORY

Mercedes' experience with big, two-door, four-seat models is extensive. Large coupés were a feature of the 'Ponton' series of cars that emerged after World War 2 and for subsequent years in many other formats. However, the S-class coupé as a distinct modern breed is probably most conveniently traced to the W126 and the SEC variants that appeared at the end of the 1970s. They reappeared with the W140 but were then siphoned off into the CL badge midway through the 1990s.



W126 S-class sired two-door SEC variants in late 1970s

**WE DON'T LIKE** Limit handling is so-so ■ Rivals are more rewarding ■ Not as comfortable as it might have been



● The S63 gets the quad pipes its V8 deserves, along with automatic flaps in both rear silencers that open up early when the car is in Sport or Manual mode.



● You'd have laid money on the S63 coming with a gloss black diffuser, but this is an S-class, so it gets a chrome surround to go with it.



● Deeper sills, which make the car look lower to the ground and wider than it actually is, are standard super-GT stuff. Chrome highlights make correct colour choice essential.



● These vertical air outlets in the rear apron are probably more important to the car's styling effort than they are to aerodynamic optimisation.



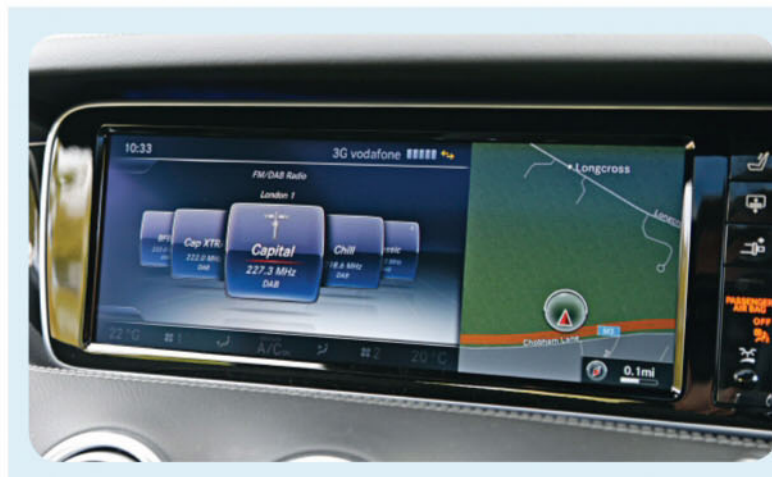
● These shift paddles can also be found on the Mercedes-AMG GT and are a pleasure to use.



● Black Piano lacquer trim is one of Mercedes' special 'Designo'-series interior updates. We don't mind the trim effect, but the blingy logo is a bit crass.



● Mercedes makes a virtue of the S63's technical sophistication. Lane keeping, surround view, night vision and head-up display systems are all controlled here.



## MULTIMEDIA SYSTEM

The standard audio set-up on the S63 is a Burmester surround sound system, but our test car came with the optional kit, also by Burmester, which ups the ante to 24 speakers and 1520 watts. It works through the same FrontBass bulkhead resonance chambers as found in the S-class saloon and SL roadster and sounds incredible, with low frequencies in particular reproduced very clearly at high volume.

The 12.3in central multimedia screen is filled entirely by the map when navigation is selected but is

divided two-thirds to one-third in other modes – and it's big enough that even the lesser section doesn't look too small. With a TV tuner equipped, the front passenger can watch while the driver sees a separate image thanks to prism-based Splitview functionality.

Inputs can be made via the rotary controller, the neighbouring touchpad or via voice control. While the touchpad works better than those on some rivals, the easiest way to navigate menus is using the main rotor, while voice control works brilliantly for sat-nav programming.

◀ manufacturer's current design language. Here, the classic rear-drive grand tourer proportions of swooping roofline, high beltline and long bonnet underpin the S63's big-money elegance. There are also some minor aerodynamic embellishments to distinguish the car as an AMG product, but the truly meaningful additions lie beneath the glitz.

There are no small engines in the S-class coupé's portfolio. Even the cheaper S500 gets a 448bhp 4.7-litre V8; in S63 guise, that becomes a modified version of the CL63 AMG's 5.5-litre twin-turbo V8, here making 577bhp and allied to the seven-speed Speedshift MCT automatic transmission. That's about the same as you got in the most powerful version of its predecessor, although Mercedes says this model's improved 27.7mpg is class-leading.

The S63 has also benefited from AMG's Lightweight Performance strategy, with a 65kg reduction achieved thanks to light forged alloy wheels, a composite braking system and a lithium ion battery. But only without fluids can Mercedes claim to have delivered a sub-two-tonne

four-seat coupé. On our scales, full of fuel and optional kit, the S63 remains a heavyweight at 2140kg. Good, then, that along with uprated AMG suspension, the car gets all manner of chassis wizardry, including an advanced version of Mercedes' Magic Body Control (see 'Under the Skin', p61). No 4Matic all-wheel drive, though. As before, that remains the preserve of left-hand-drive S-classes.

## INTERIOR



The comfort, opulence and technical sophistication of the S-class coupé's cabin are all outstanding. It's a low car, but the relatively high-set driver's seat makes sliding in easier than you'd expect. Reaching back for your seatbelt can be a stretch in a long-doored 2+2, but it's easy here thanks to a belt and 'belt butler' so well integrated into each B-pillar that they seem to come from nowhere.

In front of you is a purposeful-looking heated steering wheel with tactile leather grips, and behind it sits double-width instrumentation →



● Driver's seat is higher than in more sporting GTs but is supremely comfortable. Pedals are slightly offset to the right.

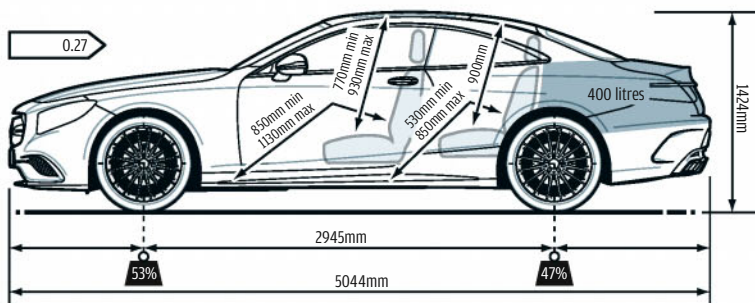


● The rear cabin is roomy for a two-door coupé – which means a pair of adults can travel back here in plenty of comfort.



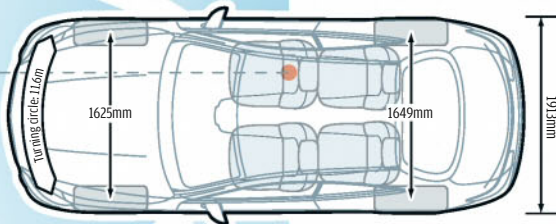
● A good size, at 400 litres in capacity. Access would be better under a long, liftback-style tailgate, but a big Mercedes coupé has to be a proper coupé.

## HOW BIG IS IT?



## VISIBILITY TEST

As good as low-slung GTs get. A-pillars don't obstruct much; pillarless design aids over-shoulder view.

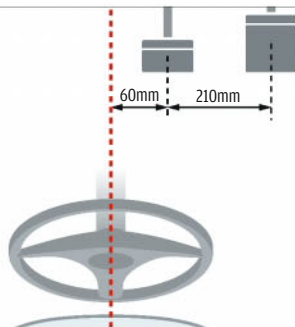


## HEADLIGHTS

Optional intelligent LEDs are excellent; night vision is great for pedestrian detection.

## WHEEL AND PEDAL ALIGNMENT

Both pedals are slightly offset to the right, but not enough to adversely affect your comfort. Seat and steering column are hugely adjustable and both are motorised.



## Track notes

### DRY CIRCUIT

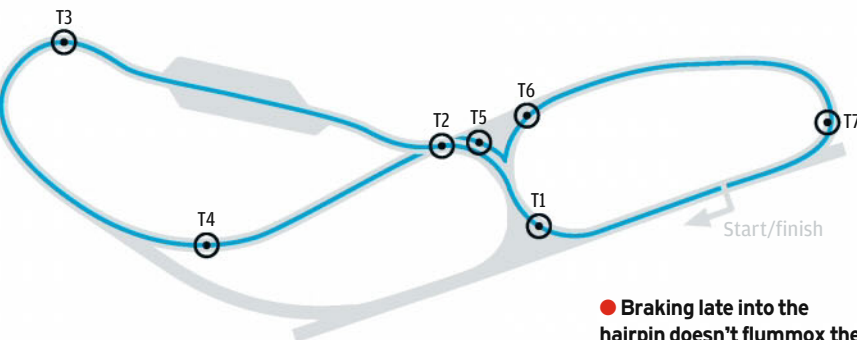
**Mercedes S63 AMG coupé**

1min 17.7sec

**Bentley Continental GT W12 (2011)**

1min 18.1sec

Damp conditions didn't stop the Benz from giving a decent showing. Insulated controls don't give much feedback, but it has the balance and body control to tolerate track work well.



● Front end is pleasingly secure through the fast T4, although there's little steering feedback.

● Braking late into the hairpin doesn't flummox the ESP, but it will activate the brake assist and freeze the pedal if you're not careful.

### WET CIRCUIT

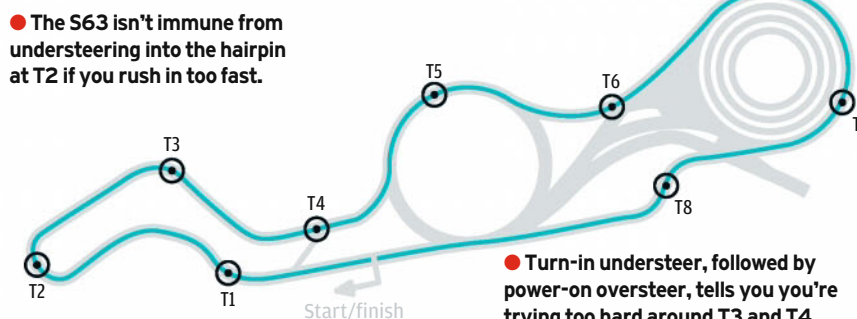
**Mercedes S63 AMG coupé**

1min 22.8sec

**Bentley Continental GT W12 (2011)**

1min 15.4sec

Communicative controls, skinny tyres, good ESP and a low kerb weight needed here. The S63 has none. Competent and safe but not brilliant when hurried.



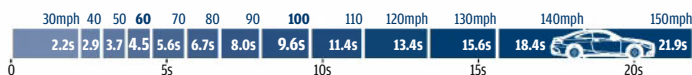
● The S63 isn't immune from understeering into the hairpin at T2 if you rush in too fast.

● Turn-in understeer, followed by power-on oversteer, tells you you're trying too hard around T3 and T4.

## ACCELERATION 13deg C, damp

**Mercedes S63 AMG coupé**

Standing quarter mile 13.0sec at 117.2mph, standing km 22.8sec at 151.9mph, 30-70mph 3.5sec, 30-70mph in fourth 6.6sec



**Bentley Continental GT W12 (2011)**

Standing quarter mile 13.1sec at 110.0mph, standing km 23.6sec at 141.9mph, 30-70mph 4.2sec, 30-70mph in fourth na



## BRAKING 60-0mph: 2.74sec



← and multimedia LCD screens that stretch to the left way beyond the centreline of the car and, after dark, seem to float above the panel behind thanks to LED backlighting. The materials aren't quite at Bentley's level, but they're as close as anything. The high-contrast metallic trim of the air vents and door pulls looks fabulous – more fabulous, in a few places, than they feel.

Second-row cabin space is as generous as you'll find in any two-door coupé, and it needs to be. Even larger adults won't struggle to get comfy. The boot is generous, too.

All the cabin lacks – ironically, given how many surfaces (seats, armrests, wheel) are heated – is a bit of warmth. Profuse technology can be overwhelming and doesn't on its own create the sense of occasion that grand tourers like this need. Rolls-Royce and Bentley know how to make their latest gadgetry discreet and their cabins as inviting as they are rich. In the S63 there are a few too many button consoles, a shade too much complication and perhaps a dedication to comfort, convenience and sophistication for its own sake, at the expense of distinguishing charm.

## PERFORMANCE

★★★★★

The engine builders at Mercedes-AMG will soon be making only three power units: the 2.0-litre turbo four-pot from the A45, the 4.0-litre turbo V8 from the new GT and the 6.0-litre V12 from the S65. The 5.5-litre V8 in this car is living on borrowed time, yet it suits the S63 AMG so well that you could imagine it finding a home in the car for years to come.

The V8's creamy balance blends with enough aural character to let you know you're driving a performance car, but with a lot more

## On the limit



We don't award a score in this section, but if we did it'd be hard to shower the S63 AMG coupé with praise. That it produces balanced grip in sufficient quantity to set a lap time around MIRA faster than its rivals not only

from Crewe but also from the smaller end of Gaydon earns it much credit.

Driving the S63 at that pace isn't something it feels made to do, though, and you'll take little pleasure from it. It's no sports car, and the differences

between one of those and a big, comfy coupé become clear as you approach and eventually exceed the car's grip levels, which happens without knowing much about it. The car's ultimate security, controllability and

composure are as good as they need to be but no better. The S63 doesn't communicate its limits clearly enough to make driving it hard an enjoyable act. It's curiously easy, though, and that's how it should be in this case.

torque and mass-defying oomph than its noise level ever conveys.

On a damp day, it propelled this 2.1-tonne luxury grand tourer to 100mph in less than 10 seconds. That's more than a second quicker than the last W12-engined Bentley Continental we figured and nearly two seconds quicker than the Aston Rapide S. So there's no need to question the wisdom of accepting eight cylinders when you could have 12 for the same money elsewhere.

Perfectly consistent mid-range performance is the S63's strongest virtue. Pulling from 40-60mph in fourth at matter-of-fact crank speeds takes just 3.0sec; in the same gear, getting from 90-110mph takes just a couple of tenths longer. Aston Martin's just-replaced six-speed Rapide S is no less than 30 per cent less flexible – and the new eight-speed version can't be much closer.

The wonder of such mid-range muscularity is that it filters into every brush of the throttle pedal. The S63 never feels its mass, while the torque delivery is such that the transmission's shift strategy can be blissfully laissez-faire. The performance is there the instant you want it – partnered by outstanding wind and road noise suppression.

Savage acceleration wouldn't do for a devoted grand tourer, but the fact remains that GTs don't come much quicker. Furthermore, a standard-bearing car on outright performance has no right being so refined.

## RIDE AND HANDLING

★★★★★

Being in S-class territory requires more qualifications here than anywhere else. Even as an AMG performance machine, the S63 is more dedicated to comfort and ease of use than almost anything else



The S63 struggles for composure when pushed on a B-road

you're likely to spend £130,000 on.

Mercedes' Active Curve Tilting system illustrates this perfectly. Few manufacturers could develop an active suspension system that allowed a car to begin leaning into a bend ahead before you've even turned the steering wheel; fewer still would be at pains to point out that the system's purpose isn't to enhance lateral grip or handling manners, but simply to make life a bit more comfortable for cabin occupants.

The S63's steering wheel is light in your hands and flatly refuses to get heavy even under extreme loads. There's no serious shortage of grip, traction, balance or directional response, but the chassis and steering are tuned to act more as filters than conductors of forces from the tyres' contact patches. Nuanced steering feedback and rear axle feel are casualties of that approach, while straight-line stability and resistance to bump steer benefit.

So we won't knock the S63 for not being something it wasn't intended to be: a genuinely sporting super-coupé. Our main criticism is that the Magic Ride Control system doesn't do quite as good a job of keeping

the car comfortable at faster cross-country pace as it does elsewhere.

The chassis copes well with longer-wave hollows and crests and does very well on motorways, but there isn't the responsiveness or operating bandwidth to make the car float with the same calm above typical British B-roads when you tackle them with enthusiasm. Vertical body control gets slightly choppy and bump absorption deteriorates a bit beyond the kind of proportion you'd expect of a more conventional, natural-feeling passive spring and damper set-up.

The 'Magic' works, in other words, but only up to a point.

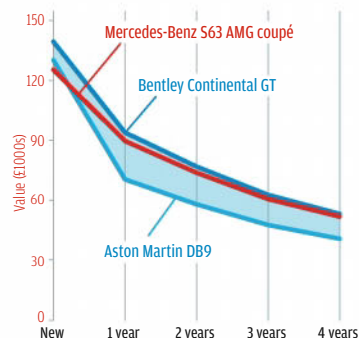
## BUYING AND OWNING

★★★★★

Anything with an S-class badge will be expensive; combine it with an AMG designation and you're looking at a big-ticket item. As such, the S63 tested here cost £149,165 after options. That prices it similarly to the Aston DB9 and Bentley Continental GT V8 S and makes it substantially cheaper than a Ferrari FF. Only the latter could compete with the

S63's usability – but that doesn't take running costs into account. Even with its new V8, the Bentley is slightly slower, thirstier and less efficient than the S63, although it does have four-wheel drive and a better soundtrack. However, the S63's biggest rivals will most likely be from within its own stable. For £30k less, the S500 offers a subtler alternative, or, if money is no object, the S65, with its 621bhp V12, should prove to be even more exclusive. →

## DEPRECIATION



● A far cry from the residual savagery big Benzes used to suffer. Here, the S63 beats a Bentley Continental GT

## Under the skin



### LEAN MACHINE

Mercedes' Magic Body Control technology will already be familiar to anyone with a passing interest in the S-class. Like that model, the S63 incorporates a stereo camera capable of detecting undulations in the road surface ahead. Known as Road Surface Scan, it warns the Active Body Control system – an arrangement of hydraulic cylinders at each strut – of where the wheels are about to be, thus permitting a tailored response to each individual circumstance.

When functioning (which it won't do in the rain), the optional kit is impressive, but the coupé takes it one step further. It receives an additional function, known as Active Curve Tilting, which uses the same plungers to shift the base point of each strut up and down, in effect leaning the car into corners a bit like a motorcycle. Selected as one of the S63's three drive modes, it does this automatically up to an angle of 2.5deg, depending on conditions and speed (it is active from 19 to 112mph).

However, Mercedes insists the system is not about achieving higher cornering speeds. Instead, it says, the objective is greater comfort, by reducing the effects of lateral force on occupants.

## MERCEDES-BENZ S63 AMG COUPE

On-the-road price	£125,595
Price as tested	£149,165
Value after 3yrs/36k miles	£60,575
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	50A/£1195

## EQUIPMENT CHECKLIST

Front, side and head airbags	■
Magic Vision Control heated wash/wiper system	■
360deg parking camera	■
Driving Assistance Pack (inc adaptive cruise control with Steer Assist, Pre-Safe Brake and Blind Spot Assist)	■
Comand Online multimedia with 12.3in display, HDD nav, Live Traffic and DAB	■
AMG sports suspension with Magic Body Control and curve tilting	■
<b>AMG Driver's Package (inc 186mph speed limiter)</b>	<b>£2760</b>
<b>LED Intelligent Light System with Swarovski crystals</b>	<b>£2860</b>
<b>Comfort-ventilated seats</b>	<b>£660</b>
<b>Heated windscreen</b>	<b>£440</b>
<b>Burmester 24-speaker 3D audio</b>	<b>£5300</b>
Options in <b>bold</b> fitted to test car	
■ = Standard na = not available	

## RANGE AT A GLANCE

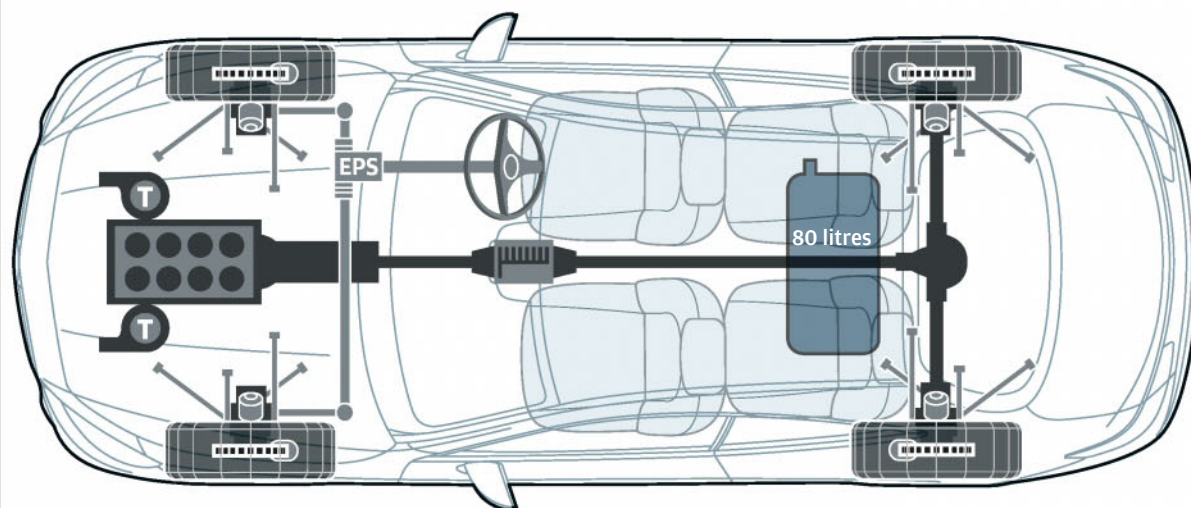
ENGINES	POWER	FROM
S500 4.7	449bhp	£96,565
S63 AMG 5.5	577bhp	£125,595
S65 AMG 6.0	621bhp	£183,065

## TRANSMISSIONS

7-spd automatic	■
-----------------	---

## TECHNICAL LAYOUT

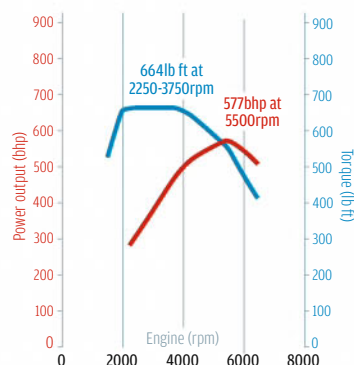
Monocoque underbody is mainly steel with a lightweight aluminium front end and mostly aluminium panels. Longways engine, bell-housing gearbox and rear-wheel drive is a time-honoured Mercedes format. Magic Ride Control suspension system combines active hydraulic suspension with surface-reading cameras.



## ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	V8, 5461cc, twin-turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	98.0mm/90.5mm
Compression ratio	10.0:1
Valve gear	4 per cyl
Power	577bhp at 5500rpm
Torque	664lb ft at 2250-3750rpm
Red line	6500rpm
Power to weight	279bhp per tonne
Torque to weight	321lb ft per tonne
Specific output	106bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel/aluminium monocoque
Weight/as tested	2070/2140kg
Drag coefficient	0.30
Wheels	9Jx20in (f), 10Jx20in (r)
Tyres	255/45 ZR20 (f), 285/35 ZR20 (r), Continental ContiSportContact 5P
Spare	Repair kit

## TRANSMISSION

Type	7-spd automatic
Ratios/1000rpm	1st 4.38/7.1 2nd 2.86/10.9 3rd 1.92/16.3 4th 1.37/22.8 5th 1.00/31.3 6th 0.82/38.1 7th 0.73/42.8 Final drive ratio 2.65

## ECONOMY

TEST	Average	21.6mpg
	Touring	25.2mpg
	Track	14.1mpg
CLAIMED	Urban	20.2mpg
	Extra-urban	36.2mpg
	Combined	28.0mpg
	Tank size	80 litres
	Test range	380 miles

## SUSPENSION

Front	Multi-link, air springs, adaptive damping
Rear	Multi-link, air springs, adaptive damping

## STEERING

Type	Electrically assisted rack and pinion
Turns lock to lock	2.4
Turning circle	11.6m

## BRAKES

Front	390mm ventilated discs
Rear	360mm ventilated discs
Anti-lock	Standard with EBD and brake assist

## CABIN NOISE

Idle	43dB
Max revs in third gear	71dB
30mph	57dB
50mph	60dB
70mph	64dB

## SAFETY

ABS, EBD, brake assist, Pre-Safe Plus crash mitigation	
Euro NCAP crash rating	Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	237g/km
Tax at 20/40% pcm	£733/£1465

## ACCELERATION

MPH	TIME (sec)
0-30	2.2
0-40	2.9
0-50	3.7
0-60	4.5
0-70	5.6
0-80	6.7
0-90	8.0
0-100	9.6
0-110	11.4
0-120	13.4
0-130	15.6
0-140	18.4
0-150	21.9
0-160	26.0

## ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th
20-40	1.8	2.8	-	-	-	-
30-50	1.6	2.2	3.6	-	-	-
40-60	1.6	2.1	3.0	5.3	-	-
50-70	-	2.1	3.0	4.5	6.8	-
60-80	-	2.2	3.0	4.2	6.0	7.7
70-90	-	2.5	3.0	4.3	5.7	7.1
80-100	-	2.9	3.1	4.4	5.8	6.9
90-110	-	-	3.2	4.6	6.0	7.2
100-120	-	-	3.5	4.8	6.4	7.8
110-130	-	-	4.2	5.1	6.8	8.4
120-140	-	-	5.1	5.6	7.4	-
130-150	-	-	-	6.3	-	-
140-160	-	-	-	-	-	-

## MAX SPEEDS IN GEAR

1	46mph 6500rpm
2	71mph 6500rpm
3	106mph 6500rpm
4	148mph 6500rpm
5	186mph* 5950rpm
6	186mph* 4879rpm
7	186mph* 4343rpm

RPM in 6th @ 70/80mph = 1635/1868

# 4343

How many revs the engine is pulling in top gear, when sitting on the 186mph limiter. At 155mph, it'd be 3660rpm.

# 115kg

How much heavier a V12-engined S65 coupé is. A W12 Bentley Conti GT is 250kg heavier than the S63.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2014, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the S63 AMG coupé, contact Mercedes-Benz UK Ltd, Delaware Drive, Tongwell, Milton Keynes MK15 8BA (08081565635, mercedes-benz.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)

# Mercedes-Benz S63 AMG coupé

**AUTOCAR VERDICT** ★★★★★☆

Excellence in grand touring form, but not as likeable as it is proficient



**D**aimler is betting big on the S-class brand. At one end of Mercedes' new super-luxury sub-division is the just-announced Mercedes-Maybach S600; at the other end is the S63 coupé. People will come to this car expecting the last word in luxury and refinement. The same people will expect outstanding AMG performance. They won't be disappointed on either count. They'll doubtless approve of the cultured, elegant styling, too. All in, that's probably 80 per cent of what a GT like this ought to offer, covered crushingly well.

If this car had been another Mercedes CL, or had a new identity all of its own, you wonder if Mercedes might have been able to mix more eccentric charm into the cabin, or to aim for a more sporting chassis compromise to better engage the drivers who currently look to Aston Martin or Ferrari. As things stand, it's only for an absence of warmth and true driver engagement that we'll mark the S63 down. Such things matter much less in an S350 limousine, but in a GT, they're key.

**TESTERS' NOTES**


**NIC CACKETT**  
The LCD dials look good to begin with, but I'm convinced that tired eyes have an easier time picking out a real-world needle moving around an analogue dial.



**MATT SAUNDERS**  
Choice is all very well, but I still believe that conviction speaks more loudly. So when Merc offers seven different ambient lighting colours, I can't help but think: "You're the experts, just give me what looks best." All I know is that it isn't the red one.






**SPEC ADVICE**

We'd be less inclined to tick so many options boxes on our S63. The car is very well equipped by default and not made more desirable by the addition of scented fragrance generators and Swarovski crystals.

**JOBS FOR THE FACELIFT**

- Anything built by AMG should steer with more vigour.
- Sort out the 4Matic version.
- Suspend the 5.5-litre V8's death sentence.

**AUTOCAR**  
ROAD TEST  
**TOP5**

MAKE	1st	2nd	3rd	4th	5th
<b>BENTLEY</b>					
<b>Model</b>	Continental GT V8 S	California T	S63 AMG coupé	DB9	M6
<b>Price</b>	£146,000	£154,490	£125,595	£131,995	£99,825
<b>Power</b>	521bhp at 6000rpm	552bhp at 7500rpm	577bhp at 5500rpm	517bhp at 6500rpm	555bhp at 6000rpm
<b>Torque</b>	502lb ft at 1700rpm	557lb ft at 4750rpm	664lb ft at 2250-3750rpm	457lb ft at 5500rpm	501lb ft at 1500rpm
<b>0-60mph</b>	4.5sec (claimed, to 62mph)	3.6sec (claimed, to 62mph)	4.5sec	4.6sec (claimed, to 62mph)	4.3sec (claimed, to 62mph)
<b>Top speed (claimed)</b>	192mph	196mph	155mph (limited)	183mph	155mph
<b>Fuel economy (combined)</b>	26.4mpg	24.1mpg	28.0mpg	19.8mpg	27.4mpg
<b>Kerb weight (claimed)</b>	2295kg	1730kg	2070kg	1785kg	2055kg
<b>CO<sub>2</sub>/tax band</b>	246g/km, 35 per cent	273g/km, 35 per cent	237g/km, 35 per cent	333g/km, 35 per cent	239g/km, 35 per cent
	Given a new lease of life by its splendid V8. A heavyweight, but worth every extra kilo. ★★★★★	Night and day better than its predecessor. Now feels deserving of a Ferrari badge. ★★★★★	A serious option, if not the most immediately charismatic one. Highly practical, though. ★★★★★	Another long-term wearer of its badge, but still with a V12 and still very beautiful. ★★★★★	Huge value for money when you think about it, but arguably a downgrade in class. ★★★★★

Verdicts on every new car, p76

## LETTER OF THE WEEK



### The benefits of LPG

I was interested to read the feature on why LPG-powered cars face an uncertain future (Spotlight, 19 November). I currently run an LPG-fuelled vehicle, a 2001 Jeep Grand Cherokee 4.7-litre V8, which was professionally converted by a previous owner in 2006. I have owned it for 12 months, and purchased it at a price somewhat lower than that of an equivalent age and condition diesel version, but more expensive than a petrol-only variant. It gives similar economy to diesel at a lower purchase cost, and it is much cleaner. It allows you to run a big petrol-engined car on a shoestring, and ideally let someone else take the hit on the conversion cost. Would I have another? On balance, yes.

**Michael Hooton**  
Holyhead, Anglesey

#### WIN

Letter of the week wins full year's supply of CleanDrive (4 bottles) worth over £55  
clean-drive.co.uk



#### ENTRY-LEVEL EXIGE, PLEASE

I read Steve Cropley's interview with Lotus CEO Jean-Marc Gales with interest ('Gales Force', 19 November). I was wondering whether Lotus had considered a base Exige to complement the Exige S. With the Evora's 276bhp V6 and priced at £45,400 – right in Porsche Cayman territory – it would be my perfect Lotus. A 0-60mph time of 5.0sec and 160mph is quick enough for me.

**Mike Spencer**  
Via email

#### CROSS AT THE CROSSING

Matt Prior asks why the government is increasing the charges for the Dartford Crossing (Tester's Notes, 19th November). The answer is because it can.

The then Labour government promised that when the QEII bridge was built, the tolls would be abolished when the bridge had been paid for. This happened in 2004-2005, but the tolls continued. The current government has been looking at ways of easing congestion at the crossing, including building a new bridge, but instead of scrapping the tolls and the booths, which would solve the problem at a stroke, it is introducing a 'drive-through' toll, which will still create jams as everyone will have to slow down to allow their number plate to be read. Yet another example of a broken government promise and a good way of fleecing the motorist.

**Malcolm Richardson**  
Eynsford, Kent

#### LONE STAR STATE

Matt Saunders' one and a half stars for the Jeep Cherokee (First Drives, 12 November) reignited a question that has been in my head for decades: why does such a technologically advanced nation continually produce such crap cars?

**Paul Levio**  
Via email

#### STEERING COMMITTEE

Your comments on the steering in your Vauxhall Corsa road test (Autocar, 19 November) made me think. I have recent experience of a Fiat 500 and a Nissan Juke. At motorway speeds I find their steering quite unpleasant (the Fiat's being worst). There seems to be an artificial centre position in the system, with the result that you feel as if you are constantly having to tug the wheel off this position rather than just resting your hands on the wheel and steering intuitively without thinking about it. My Astra doesn't have this symptom, so well done Vauxhall if the new Corsa doesn't have it either.

**Alistair Mullay**  
Via email

#### MORE THAN SKIN DEEP

Can I suggest D Johnson actually gets in a BMW and uses it (Your Views, 19 November)? They possess an inner depth of quality that you can't appreciate from just looking. My previous E46 was sold at 10 years old and was still perfect. The interior showed no signs of wear, it also drove perfectly and went like the clappers. I have owned many cars and 4x4s from the usual large manufacturers and they don't compare. I look forward to many more years in my current 5-series.

**Barry Mulvey**  
Via email



The new Corsa's steering is improved



My Heroes

## Colin Goodwin

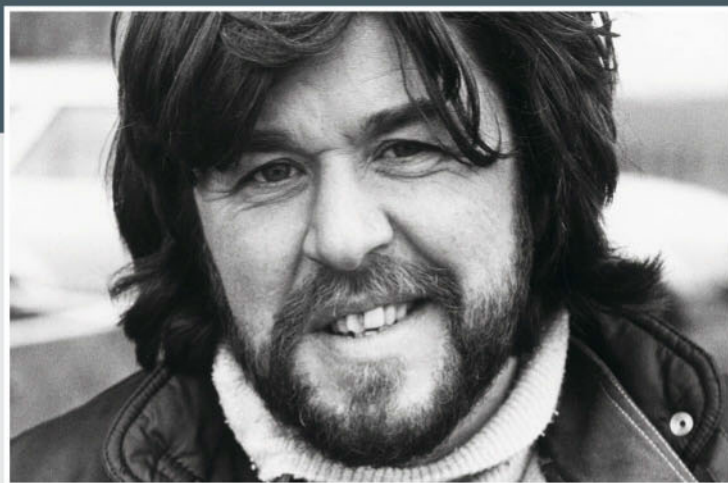
No 20 Chris Craft, racing driver and car builder

I THINK CHRIS Craft, the man behind the Light Car Company Rocket, is the most interesting person I've met in all the years I've been doing this lark. I first met him in the cafe at Goodwood at the launch of the Rocket. Gordon Murray was there and so was John Cooper. It was quite a good day.

I'd not quite realised how talented Craft was behind the wheel. I know from previous correspondence with readers that a lot of you watched domestic racing in the 1960s, so I'm bound to get an email from someone nostalgically describing watching Craft in a Broadspeed Escort. Saloons brought Craft fame but, like many drivers in those days, he drove anything if there was a few quid in it.

His first year at Le Mans was 1971. He drove a Ferrari 512LM and came fourth, then he competed at La Sarthe every year from then until 1984 and finished in virtually all of the top 10 positions apart from first or second.

Formula 5000, Interseir, 2.0-litre sports cars in Lolas, F3 and even a couple of F1 races are on the Craft CV. He drove me in a Rocket around Silverstone once and was unbelievably quick. He also holds the honour of being the person who has driven me on the road faster than anyone else. It was in a Porsche 911 Turbo when he was in his late 60s, and considering I have spent much of my working life being ferried around by men such as Sutcliffe and Harris, this is saying something.



Craft is a walking compendium of hysterically funny anecdotes. James Hunt wasn't the only person who lived life to the full in those days; Chris and

his mates could easily give Hunt a run for his money. I never got bored with hearing his tales and I hope there will be many more years of hearing them.

# NEXT WEEK

Inside the magazine – on sale 10 December

## SPECIAL DOUBLE ISSUE



**Best of 2014** Our favourite cars, Cropley's heroes and a very special road test



### FIRST DRIVE

**Peugeot 208 GTI 30th Anniversary edition**  
The 205 GTI's 30th anniversary celebrated with a special 208 GTI



### REVIEW

**Land Rover Discovery Sport**  
First verdict on the plusher, pricier Freelander replacement



### FEATURE

**Audi's TT family**  
Audi has shown three very different TT concepts in 2014. We drive them

CONTENTS SUBJECT TO CHANGE



Terry prefers his C-class to a five-star 320d

### HERE'S TO THE FUTURE

D Johnson shows that he is still living in the age of the dinosaurs (Your Views, 19 November). I visited a BMW dealer and, like Allan Muir, discovered a ground-breaking, practical hatchback that is a terrific example of forward-looking 21st century industrial design: the BMW i3. I looked at it then test drove one. I was well and truly hooked and duly placed my order for a Range Extender version. Now, with four weeks of ownership under my belt, I can only completely agree with Muir's assessment of the car. It really is the number one premium hatch. The i3 has since become part of my life and I would never want to go back and join the Flintstones again. The i3 and i8 show just how progressive a company BMW is.

**Andrew Roberts**  
Canterbury, Kent

### MERC BEATS BMW

In March 2012, partly on the results of your five-star road test result, I took delivery of a BMW 320d Lux automatic. Generally I found it to be a very good car, with the exception of a couple of reliability niggles. However, I cannot understand how a car with a poor ride and high noise levels when driving in town can warrant a full five stars. At the beginning of October I swapped for a new Mercedes C220 Sport, in which I have now completed 1500 miles.

In terms of refinement, ride and interior quality, the C-class is head and shoulders above the BMW. Not only that,



EVs need driving to recoup the outlay

but the C-class also came as standard with such items as heated seats, parking sensors and folding mirrors, and the invoice price was actually lower than what I paid for the BMW.

**Terry Calladine**  
Via email

### SPEND AND SAVE

I am surprised by the view that EVs are for people with a "modest mileage in mind", exemplified in Autocar's Top 5 Premium Hatches statement on the BMW i3. Capital-intensive items should be used intensively so as to maximise savings. I have bought a Volkswagen e-Golf with a view to saving some £3600 per year in servicing and diesel during my 30,000 annual miles. I charge it up on Economy 7 at night for £1.15 and charge it at work for free. There's nothing nicer than putting your foot down for (almost) free. An EV only makes sense if you do a lot of miles. Otherwise you're indulging in a gadget.

**Charles Kirby**  
Via email



BMW's electric i3 shows others the way forward

# OUR CARS

A week in the life of Autocar's fleet

ALPINA  
D3



Steve Sutcliffe

AUDI  
TT



Stan Papior

BMW  
i3



Allan Muir

BMW  
X5



Andrew Frankel

CATERHAM  
SEVEN 160



Colin Goodwin

JAGUAR  
F-TYPE



Chas Hallett

HONDA  
CIVIC



Tim Dickson

## Audi TT

**FIRST REPORT** A photographer must carry lots of kit to remote locations in all weathers. How will a new TT slot into such a demanding role? Watch this space

The paint seems barely dry on launch versions of the Audi TT, but here we are: Autocar has secured a long-term test of one already. Which is excellent for two reasons. One, because although our testers are brilliant at what they do and that, to me there's nothing quite like running a car over an extended period to really unearth what it's like. And two, because I'm running it and I already rather like it.

Of the myriad TT variants, this is fairly comprehensively equipped. It's a 2.0-litre turbocharged petrol model, making 227bhp and driving through all four wheels. It's equipped with the S-line trim and S-tronic dual-clutch automatic transmission. Thus equipped, it costs £35,335, a considerable amount for a small coupé, but Audi knows how to charge. Strong residual values and

the fact that buyers tend to pay by the month, rather than up front, is what keeps cars like this affordable.

And then there are options. The TT feels relatively plush as it comes, with a digital dashboard display and exceptionally solid-feel interior. But Audi knows how to charge for options, too – similarly because they're not usually just bought outright, but add a few quid a month.

So if you don't want black or white paint, it'll cost £545 at least. The 20-inch wheels on this test car, which cause our road testers to wince when they see them and which will cause me to be livid when somebody first kerbs them, cost £850. But, still, don't they look the part? (Ditto the S-line's more aggressive body styling.)

I won't mention all of the other

### The optional 20-inch wheels cause our road testers to wince when they see them

options, because they're listed in the box opposite. But a few notables have caught my eye so far. The LED headlights (£945) quite literally, because they do a fancy diagnostics check on start-up, lighting and un-lighting in sequence. They're fairly sensational on the road, too: incredibly bright but with so many individual bulbs, managed by a front-facing camera in the windscreen, that some are dimmed so they don't dazzle oncoming traffic. I like neat touches like that.

I'm also a great fan of the Audi's interior. Yes, even at its base price,

this TT is becoming agonisingly close to the entry price of a Porsche Cayman, and its £46,185 price as tested would see you easily into one, or a BMW M235i, both of which, the road testers tell me, are better to drive. But neither feels as special as this. And to me – and evidently an awful lot of buyers – that matters.

Yes, Audi cares less than some manufacturers about chassis dynamics and the last word in steering feel, but it does care about making you feel good. And when I'm driving from home in west London to Autocar Towers, or to an

MAZDA  
3


Luc Lacey

MG  
3


Richard Bremner

MINI  
COOPER


Mark Tisshaw

MITSUBISHI  
OUTLANDER


Matt Saunders

NISSAN  
QASHQAI


Darren Moss

PEUGEOT  
RCZ R


Steve Cropley

SEAT  
LEON


Matt Burt

TOYOTA  
GT86


Matt Prior

VAUXHALL  
INSIGNIA


Stan Papior

VAUXHALL  
VXR8 GTS


Lewis Kingston

VOLVO  
V60


Hilton Holloway



It's inviting, even before you add all of this car's options



There's sufficient space for Stan's photo kit; controls look and feel good and work well



Ride is a bit jiggly on 20-inch wheels, but Stan doesn't mind

airport or photo shoot, and the road is most likely a blocked suburban one or a motorway, this stuff matters.

Besides, the TT isn't too shabby dynamically these days. Okay, even I'll admit that the ride is a bit jiggly on those 20-inch wheels, but come off it: just look at them. They genuinely fill the arches. All TTs should have wheels this big. And to heck with the ride. I don't mind it, anyway.

I also quite like the handling. This TT doesn't have magnetically controlled dampers, but you can select different drive modes, which affect the steering, gearbox response and engine noise. In Comfort mode, the quick steering is rather light, so I prefer it in Dynamic mode, which brings some welcome weight to it. The motor also sounds better, although, to my ears, it could

be louder again. But in Dynamic, the gearshifts can be a bit eager and the engine too keen. Perhaps that's why I'm returning only an indicated 25.4mpg so far, although I've yet to do a brim-to-brim test. But there's an Individual mode, too, in which you can set some settings differently from others. I'll do that soon.

There are other things that I still need to investigate as time goes by. Among the options is the 'Audi Phone Box'. You place your iPhone in it and it improves reception without having to be plugged in, which is useful, and it can also stream data for online services like maps showing real-time traffic problems and so on. That's just one of a lot of features to discover more about. To my mind, there aren't many better places to experience them from.

stan.papior@autocar.co.uk

### Audi TT 2.0 TFSI quattro S-line (230PS) S-tronic

Price £35,335 Price as tested £46,185

**Options** Metallic paint £545, leather seats £1390, 20in alloy wheels £850, keyless start £455, auto wipers/lights/dimming mirrors £110, LED headlights £945, storage and luggage pack £175, LED interior lights £270, Comfort and Sound Package (B&O stereo, upgraded climate control, rear parking sensors, armrest) £1590, Technology Package (satellite navigation, Audi Connect) £1795, silver-coloured interior trim £250, electric front seats £995, heated front seats £325, front parking sensors and interior display £410, Audi Phone Box £325, extended leather trim £420 **Economy** 25.4mpg **Faults** None **Expenses** None



### DIGITAL DISPLAY SCREEN

I forget the exact performance, but the TT uses a majorly high-powered graphics processor for the dash.



### LOAD SPACE

I carry a lot of kit, and not all small coupés would cope. Thanks to the hatch and folding rear seat, it does.



### SEATS

Optional seats are leather, heated and electrically adjustable. I'd prefer brown, but that's not yet available.

## LOVE IT LOATHE IT



### HEATED SEAT LIGHTS

I don't really loathe these, but when the start-stop system kicks in and out, they flicker slightly.



### REAR SPOILER

I don't loathe this, either, but fear that a smart copper would know that it rises automatically at 74mph.

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# BMW X5

**Mileage | 5888** Does our blinged-up SUV tow the line when faced with manual labour?

Once a year I have to haul a couple of tonnes of wood from the barn where it's kept to the barn where I work in order to burn said wood and keep warm. I use a trailer and in previous years have hooked it up to the back of my trusty 33-year-old Series 3 Land Rover. The route out of the field involves a slippery, grassy and muddy slope, but the Landie is equipped with a set of Goodyears developed to get the British Army through the Bosnian winter, and I'd back the combination to tackle anything this side of K2. But the X5 on its fat and absurdly entitled Dunlop SP Sport Maxx GT rubber? That might be a different matter. On optional 20in rims, this is a seven-seat diesel SUV with a wider rear tyre section than that of a Ferrari 458 Speciale.

It took me an age to find the little



Wood you believe it? The X5 barely batted an eyelid at towing this up a muddy slope



This hidden button deploys the tow bar

button that deploys the optional (£945) electric tow bar (it's hidden behind a panel on the right-hand side of the boot), but hooking up the trailer was simple and soon we were on our way. The first load could have been on asphalt, for all the difference it made to the X5's composure, and there was only some slip on the second, caused by having to run in its own (now muddy) wheel tracks. But at first the third run seemed too much for it as it ground to a halt in the ruts. Yet you could almost hear the electronics wrestling with the problem, apportioning a bit of torque here, applying a bit of brake there until it found the solution and inched forward.

I was impressed. I'm sure very few X5s are used as casual labourers, but the BMW proved that such honest work was by no means beneath it.

As for the intermittent chassis warning light referred to in a previous report, I've not seen it since, but it's still going to the dealer to be looked at and I will report back next time.

[andrew.frankel@autocar.co.uk](mailto:andrew.frankel@autocar.co.uk)

## BMW X5 xDrive30d M Sport

**Price** £52,945 **Price as tested** £63,010

**Economy** 32.1mpg **Faults** 'Chassis fault' alert

**Expenses** None **Last seen** 19.11.14



# Nissan Qashqai

**Mileage 19,700**

After 10 months in our care and almost 20,000 miles covered – including a 5000-mile trek to Istanbul and numerous cross-Continental holidays – I was keen to see how our Qashqai would fare on its first visit to a dealer.

I have become quite attached to the

Nissan over the past six months. It has endeared itself to the vast majority of the office by being practical, economical and comfortable and has become the de facto choice for a week's holiday – meaning I struggle to hold on to its keys for long.

Going away? Take the Qashqai.

Need to take a load to the tip? Take the Qashqai. Got a few miles to cover this weekend? You get the idea.

The thought that Nissan's technicians might find something wrong with the car, then, was causing me sleepless nights. The fact that, technically, I was now almost 2000 miles past the 'service due' point was playing heavily, too.

I booked the service with West London Motor Group's Shepperton branch – who told me the total cost for the first service would be £162. It's only a minor service, too, given that our Nissan is only a year old.

I dropped the car off bright and early and drove away in a courtesy car – another Qashqai, albeit in range-topping Tekna trim. Yes, there's more leather and equipment in the Tekna, plus the option of heated seats, but I suspect most would be happy with the kit found in our Acenta Premium model.

In the end, our Qashqai was given a clean bill of health from Nissan's technicians, along with new fluids and peace of mind for the remaining few

months of our ownership with it.

I'm joining the long list of Autocar staff to take the well travelled Nissan off on holiday soon, when I'll have to hide a birthday present from another passenger. Yet another use, then, for the Qashqai's semi-secret under-boot storage area.

[darren.moss@autocar.co.uk](mailto:darren.moss@autocar.co.uk)

## Nissan Qashqai 1.6 dCi Acenta Premium

**Price** £23,995 **Price as tested** £24,720

**Economy** 50.0mpg **Faults** Tyre pressure sensor failure (fixed under warranty)

**Expenses** First service £162 **Last seen** 19.11.14



Service gave a clean bill of health

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## THE LOG BOOK



## Seat Leon Cupra 280

Mileage 11,867 Last seen 12.11.14

They're turning the section of M3 I use daily into a 'smart' motorway. "Roadworks expected until December 2016," say the signs, plus there's a 50mph limit and average speed cameras, so I've been using the Leon's optional adaptive cruise control. It works so well that I'm worried I might actually enjoy autonomous cars when they arrive. MB



## Caterham Seven 160

Mileage 1845 Last seen 12.11.14

Whoops: shot past the 1000-mile service, but fortunately Alex Betts at Caterham turned a blind eye. Part of the reason for the higher mileage was attending an 'Interesting Car Weekend' in the New Forest. The squeaking has been fixed, too; it was a suspension arm bolt rubbing against the rear wing. Alex enlarged the hole in the wing and now it's cured. CG



## Vauxhall Insignia ST

Mileage 11,225 Last seen 12.11.14

We took the Insignia ST to use as a tracking car on a photo shoot, thinking a big-booted wagon would be ideal. But the photographer was unnerved by the jumpy gearchange and the grouchy ride on the 20in wheels. We had to track at a snail's pace, which posed its own problems due to the erratic throttle response. Or maybe it was the driver's fault. AH



## Vauxhall VXR8 GTS

Mileage | 14,050 Tuning options abound for Vauxhall's GM V8-powered super-saloon

You'd think the Vauxhall's 577bhp and 546lb ft would sate anyone's desire for power. Alas, as with many things in life, you can quickly become accustomed to what's on offer and start lusting for more. That's not to say the Vauxhall's prodigious output has ceased to be impressive, just that deploying it all results in less of an adrenalin hit than you'd have the first time you took the car for a drive.

Some owners will remain content with this state of affairs. Others – perhaps after a year or two of ownership – might start wondering about how to rekindle that initial 'wow' factor. Perhaps one too many Nissan GT-Rs or BMW M5s will have shown them a clean set of tail-lights, or a new flagship high-performance model might be touting a horsepower figure that shades that of their pride and joy. If you fall into the latter camp, where more is going to be preferable at some point or another, fear not, because a significant hike in horsepower is within easy reach.

The Vauxhall packs a GM-sourced 6.2-litre LSA V8, which, as fortune would have it, is eminently tuneable. Eking more power out of it is a comparatively simple affair, partly thanks to its use of forced induction. Crank up the boost a little, throw in some more fuel, tweak the spark timing



The 6.2-litre V8 can be tuned safely to make 630bhp

and, voila, a notable increase in output. That's the initial approach taken by many who upgrade their LSA V8s: spend around £900 and you'll get a revised air intake, a different supercharger pulley, a few miscellaneous parts and a rolling road session to have the ECU calibrated correctly. That will net you in the region of 630bhp and 630lb ft, which represents a significant jump in performance. That kind of output is also one that the stock powertrain can endure, so you won't have to think about any other upgrades. Of course, these changes will invalidate your warranty – but it might not be valid by this point anyway, or it might be a chance you're willing to take. The GTS is a tough car, after all.

Companies like Harrop, an Australian race components and specialist engineering business, offer even more significant modifications if you're so inclined. Its '580' kit for the GTS retains the standard supercharger

but adds CNC ported cylinder heads, a new camshaft, bigger injectors and a different supercharger and crank pulleys. With it all installed and properly mapped, the result is around 780bhp and 810lb ft at the crankshaft (as per the other figures on this page). You're talking about a five-figure expenditure at this point, though, and the rest of the car will require modifications to cope with the extra power as well, but at least the option is there.

Nevertheless, even the less costly upgrades – such as a simple aftermarket intake and exhaust system – could be worthy of consideration at some point. Besides potentially offering a little more power, a few basic tweaks can serve to reinvigorate a car and result in a much more rewarding experience behind the wheel.

lewis.kingston@autocar.co.uk

## Vauxhall VXR8 GTS

Price £54,499 Price as tested £54,499

Options None Economy 16.2mpg Faults None

Expenses None Last seen 19.11.14



Aftermarket exhausts would liberate a bit more power

# DEALS

**Bargain new  
and used motors**



**SAAB 9-5 FROM £500**

## Gone, but not forgotten

Saab has shut up shop, but that's no reason to overlook its dependable 9-5, says **Lewis Kingston**

If you're in the market for an affordable saloon that you can abandon in dimly lit train station car parks without fear of damage, spare a moment's thought for the first-generation Saab 9-5.

The company may have ceased to be, to all intents and purposes, but that's no reason to overlook what is a comfortable and interesting alternative to the common choices – particularly when you can pick up an early 9-5 for as little as £500. We'd recommend paying more like £700 for a cleaner example with good history and a sensible mileage, though, in order to reduce the need for any significant instant outlay. Parts supply is good, too, despite what you might expect, thanks to the likes of specialists such as Saab Direct Online

(01543 624221, [saabdirectonline.com](http://saabdirectonline.com)) and Parts for Saabs (0844 8002742, [partsforSaabs.com](http://partsforSaabs.com)).

The 9-5, which was launched in late 1997, replaced the long-lived 9000. It was initially offered with a range of turbocharged four-cylinder petrol and diesel engines, as well as the choice of manual and automatic transmissions. Turbocharged petrol and diesel V6s were offered too, but they are relatively rare, complicated and maintenance-heavy options and therefore aren't ideal as low-cost runabouts. A facelift in 2001 delivered many improvements, and production finally ceased in 2010.

If you're not looking to spend much, however, it's likely you'll be looking at an earlier model – which we'll focus on

here – that will be up to 17 years old. Consequently, there's a fair bit to look out for. Externally, besides the standard checks for accident and paint damage, look for cracks in the front foglights. The units cost upwards of £35 to replace. Similarly, door mirror housings with damage will cost £30 to renew, and they'll require painting. Small points, but ones that can quickly add up.

Interiors are generally hard-wearing,

but make sure all the systems work. For example, make sure the heater controls for both passenger and driver function, as a broken blending shaft can cause a failure here. It's not too difficult to fix, though, and the repair parts will cost £10. The digital displays typically lose a few pixels in their lifetime but can be restored for around £50 by Saab Display Repairs (07940 115506, [saabdisplayrepairs.co.uk](http://saabdisplayrepairs.co.uk)).

**If properly cared for and serviced with the correct parts and grade of oil, 9-5s rarely suffer from major issues**



**P74 James Rupert**  
Used car expert



**P75 Lewis Kingston**  
Deals expert



**P76 Nic Cackett**  
Data expert



The interiors are pretty robust, but some heater controls can fail and the digital display loses pixels

## What to look out for

**FRONT WHEEL BEARINGS** A grumbling or humming from the front could be a failing bearing. New bearings for pre-facelift cars cost £30; facelifted ones need a new hub, costing around £160.

**REAR DAMPERS** Leaking shocks aren't uncommon, so have a look inside the rear arches (and at the MOT's advisory section) for signs of a leak. A replacement will cost around £150, including fitting.

**SMOKING TURBOS** Blue exhaust smoke during hard acceleration can

be a sign of a worn turbocharger. Remanufactured replacements cost upwards of £500, including fitting.

**DI CASSETTE FAILURE** The ignition system for petrol cars lives within a cylinder head-mounted cartridge called the DI cassette. It can fail entirely, or cause odd running issues. A new one will cost £240.

**RUST AND PAINT DAMAGE** Corrosion is rare, so any sign of rust that's more than a blemish could indicate neglect or poorly repaired accident damage.



## ONES WE FOUND



**Price** £690 (1999, 121,000 miles)  
Good condition 2.0T SE auto with MOT until May. Full history, climate control, electric windows, electric mirrors, alloy wheels. Registration document present.  
**Call** 01869 247482



**Price** £4995 (1999, 9900 miles)  
Immaculate left-hand-drive 2.3i SE auto 9-5. Only 9900 miles from new. Full leather trim and climate control. Currently en route from Japan; will be sold with a new MOT. Dealer sale.  
**Call** 01708 202842

On the mechanical front, it's good news if you're considering a four-cylinder turbo petrol version. If properly cared for and serviced with the correct parts and grade of synthetic oil, they rarely suffer from major issues. Those that have been serviced with semi-synthetic, or left untouched for tens of thousands of miles, can suffer from a 'sludging' issue that eventually damages the bottom end.

The oil breather system can be problematic. If you can smell oil while the engine is running or the pipes feel particularly soft, it's likely the pipes need replacing. A new set costs £60. There's no timing belt to worry about, so just make sure the timing chain assembly is quiet. The 1.9-litre and 2.2-litre diesels are stout and soldier on for substantial mileages without issue, although the 1.9 has a timing belt that

needs changing every 48,000 miles.

If you're looking at a manual version and reverse is tricky to engage, the gearbox most likely requires a rebuild – so walk away. Equally, any sign of a slipping clutch means it's best to look elsewhere, as replacing it is both involved and costly. Fortunately, the automatic options are rarely problematic, so just check the fluid and operation. Otherwise, it's a case of assessing any age-related wear and tear, so take the car for a test drive, make sure it performs properly and check that there are no odd noises.

Primarily, however, just try to find an example that's been cared for – and many of them have been. Those that have been regularly checked and serviced are less likely to suffer from major faults and are likely to be much more pleasant cars to live with. **A**



Bangernomics

# James Ruppert

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## NISSAN PRIMERA 2002

### PERFORMANCE

★★★★☆

The 2.2TD returns 46mpg and the 1.8 achieves 38mpg; the 2.0 does 127mph

### PRACTICALITY

★★★★☆

Big enough inside, but the boot is a bit awkward

### PRICE

★★★★☆

Starts at £500; runs to £2000-plus for a minter

**VERDICT** Much-missed minicab with lots of toys that still ought to work. Fuss-free in operation and unlikely to give owners grief.

**H**ow the motor trade operates. A car trader goes to an auction and buys a shedload – well, probably a forecourt's worth – of vehicles. Sort of cleans them. Waits for buyers to turn up. Sells them. It really is that simple.

What you might have thought I've missed out is the part where they fix all the outstanding issues on the cars. That's because it might not happen. I know this because I've looked at an awful lot of cars recently and wondered, often out loud, quite how they got there. Evidence of their previous lives was all too plain to see. You don't expect a cosmetically perfect seven-year-old Ford Mondeo for £5000. But cleaning out the ashtrays and taking the previous

even have a relatively small issue, can involve 25 phone calls and no happy resolution. This is especially the case when the buyer suddenly finds that, under the terms of the warranty, the oil leak isn't covered and that because of the limitation of the repair costs, the buyer has to reach in his or her pocket to make up the shortfall. You couldn't make it up, except that it seems to be happening many times every day.

This is car dealing for those who are too stupid or lazy to make any real effort at all. Buy anything, put a warranty on it and then deny any responsibility when there is a great big fat problem.

One answer is to avoid buying these sorts of cars from dealers and to read

the terms and conditions of any alleged warranty very carefully. The real answer, though, is to take your time and not rush things. Ideally, you need to find a few cared-for, privately owned examples with more history than you can shake a dipstick at. If you do go private, rejection is far more

## If a dealer's car does not match the description or has issues that make it less than useful, you can and should take it back

owner's dangly decorations off the rear-view mirror isn't much to ask. Rather more serious, pleading ignorance about broken items, leaks and any obvious issues just isn't on.

The point that I'm struggling towards here is that they will leave any problem up to the warranty to sort out. I've been speaking to those on the front line who reckon that a problem car, which might

difficult. If a dealer's car does not match the description or has issues that make it less than useful, you can and should take it back. The law says that you can. Just don't be fobbed off with endless garage appointments and the warranty merry-go-round.

Having just got a full refund for a misdescribed motor, right now I know exactly what I'm talking about.

**USED CAR DILEMMA: ALFA ROMEO 166**  
That's an oxymoron, of course, but if you can find one, it could only be the increasingly rare Alfa Romeo 166. Here is a sporty executive car that still stands out in the company car park. Better quality from 2004 helps.



## WHAT CAUGHT MY EYE THIS WEEK: VAUXHALL ASTRA TWINTOP

Three grand isn't much to spend on a car, but that gets you a Vauxhall Astra 1.9 CDTi TwinTop. It's from 2007 and has done less than 100,000 miles.

## GEAR

Silverline  
oil and fluid  
extractor  
pump  
£20

**What is it?**

A four-litre container with a pump on top that's designed for drawing fluid out of reservoirs and containers. For example, Silverline lists one use as extracting old oil from engines through dipstick holes.

**Why do we like it?**

It costs only £20 and comes with some tubing and a funnel. The suction can be weak, though, and the hosing is not long or slender enough for many tasks. But if the access is suitable and the fluid not overly viscous, it should do the job.

**Is it worth it?**

For those who are in a pinch, it should do the job. It's a shame that it holds only four litres, though, because if you're draining a sump, it usually holds more oil than that. It's not particularly durable, either, so is best suited to light, occasional use.

**RATING** ★★☆☆☆



## Tips for smooth winter motoring

It's important to give your car a comprehensive check to ensure that you don't run into issues or breakdowns in the winter months. Battery condition, charging system health, lights, tyre wear and tear, coolant level and anti-freeze mixture, oil level, braking components and brake fluid level all need to be inspected.

However, there are other things you can do in order to reduce frustration, potential failures and wasted time when it comes to winter motoring. Firstly, it's worth taking the time to properly protect all of your car's rubber door, bonnet and boot seals. Treating them with a product like Gummi Pflege –

don't use Vaseline on them, because it actually degrades rubber – should prevent them from sticking in the cold, as well as helping to keep moisture out.

Equally, on the rubber components front, it's worth ensuring that your wiper blades are in good order. Tired blades won't clean the screen effectively. Opt for high-quality replacements if possible. Likewise, make sure that your car's washer fluid reservoir is topped up with a good mix of windscreen washer fluid so that it'll both clean the screen properly and not freeze overnight.

A thorough dousing of a suitable lubricant spray – use a graphite, grease, silicone or Teflon-based one – into

door locks, hinges, windscreen wiper mechanisms and other components will help them to operate freely in the colder conditions. Use WD40 only as a temporary fix; it's not a proper lubricant and can cause further issues later on as it can remove any remaining lubrication from the mechanism.

Fixing any broken parts, such as failed heated screens or duff thermostats, before the worst of the weather hits is also highly recommended. If you don't have the time or the required tools to carry out your own checks, any dealership or independent garage can help for a relatively small price.

**LEWIS KINGSTON**

### All-electric Volkswagen Up for £16,890

If you're keen on the idea of an electric city car, how about Volkswagen's recently launched e-Up? It has a claimed range of 99 miles and can dispatch the 0-62mph sprint in 12.4sec. Equipment includes climate control and sat-nav.

Normally, the e-Up would cost you £19,270, including the £5000 government electric vehicle grant. However, we found new examples online for as little as £16,890, inclusive of the grant.



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## Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 91**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b>	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆		
1.4 T-Jet	E14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b>	Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆		
1.4 16v Turbo T-Jet	E16005	133	155	27
<b>PUNTO EVO 3dr hatch</b>	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆		
1.4 Turbo M'Air	E16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b>	Classy, well equipped and cheap. No dynamic benchmark	★★★★☆		
0.9 TB TwinAir 105 Distinctive	E16070	103	98	13
0.9 TB Twinair 105 Sprint	E14870	103	99	13
0.9 TB TwinAir 105 OV Line	E16820	103	98	13
1.4 140 M'air TCT Distinctive	E17620	138	124	19
1.4 140 M'air TCT OV Line	E18370	138	124	20
1.4 170 M'air O'Verde	E20210	168	139	26
1.3 JTDm-2 85 Sprint	E15415	94	90	11
1.3 JTDm-2 85 Distinctive	E16655	94	90	11
1.6 JTDm-2 120 0'ive S-S	E17820	118	114	19
1.6 JTDm-2 120 0V Line	E18570	118	114	20
<b>GIULIETTA 5dr hatch</b>	Stylish, rewarding family hatch. A new era for Alfa	★★★★☆		
2.0 JTDm 175 Excl. TCT	E25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	E27380	148	110	20
1.4 TB 120 Progression	E18240	118	149	16
1.4 TB 120 Distinctive	E19490	118	149	16
1.4 TB Multiair 170 Distinctive	E20990	168	134	23
1.4 TB Multiair 170 Excl.	E22740	168	134	23
1.4 TB Multiair 170 Ex'ive TCT	E24035	168	121	23
1.4 TB Multiair 170 Sportiva N	E24490	168	134	23
1.4 TB Mult'ir 170 Spva Nav TCT	E25785	168	121	23
1.6 JDTM 105 Progression	E19170	103	114	16
1.6 JDTM 105 Distinctive	E20420	103	114	16
1.6 JDTM 105 Excl.	E22170	103	114	16
2.0 JTDm 150 Distinctive	E21720	148	110	20
2.0 JTDm 150 Excl.	E23470	148	110	20
2.0 JTDm 150 Sportiva Nav	E25220	148	110	20
<b>4C 2dr coupé</b>	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆		
1.75T	E45000	237	-	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E51350	394	224	
<b>B3 4dr saloon</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E50350	394	224	
<b>B3 CONVERTIBLE 2dr open</b>	Rapid, usable, cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	E56450	394	225	
<b>B3 TOURING 5dr estate</b>	Rapid, usable and cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	E51350	394	225	
<b>B5 4dr saloon</b>	Huge pace, but let down by uninvolving dynamics	★★★★☆		
85 Biturbo	E71950	507	252	
85 Biturbo	E71950	500	252	
<b>B5 TOURING 5dr estate</b>	Huge pace, but let down by uninvolving dynamics	★★★★☆		
85 Biturbo	E71950	500	255	
<b>B7 4dr saloon</b>	Makes sense on an autobahn but not for the UK	★★★★☆		
4.4 V8 Switch-tronic	E95850	500	282	
4.4 V8 Switch-tronic LWB	E98850	500	282	
<b>D3 4dr saloon</b>	Precise dynamics with added Alpina kudos and a great engine	★★★★☆		
3.0D Biturbo	E46950	345	139	50
<b>D5 4dr saloon</b>	Rapid, usable and cheaper alternative to an M5	★★★★☆		
3.0 Bi-Turbo	E55950	340	155	
<b>XD3 5dr 4x4</b>	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆		
3.0 XD3	E54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b>	Superb fast track mentalism. As exhilarating as cars get	★★★★☆		
245	E29321	245	-	
300	E34319	300	-	
<b>V8</b>	E150000	500	-	
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b>	Four-door Aston is more practical, but just as charming	★★★★☆		
5.9 V12 S	E149995	550	355	
<b>VANTAGE 2dr coupé</b>	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆		
4.7 V8 N420	E96995	420	328	
4.7 V8 S	E84995	420	299	
5.9 V12	E135000	510	388	
5.9 V12 S	E138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b>	Drop-top suits the Vantage's relaxed nature	★★★★☆		
4.7 V8	E98995	420	299	
4.7 V8 S	E110700	430	299	
5.9 V12	E150000	510	388	
<b>DB9 VOLANTE 2dr open</b>	Facelift a big improvement dynamically	★★★★☆		
5.9 V12	E141995	470	333	
<b>DB9 2dr coupé</b>	Enchanting looks, but ride is choppy. Manual the best	★★★★☆		
5.9 V12	E131995	470	333	
<b>VANQUISH 2dr coupé</b>	A British supercar for British roads. Looks the business, too	★★★★☆		
5.9 V12	E189995	565	335	
<b>AUDI</b>				
<b>A1 3dr hatch</b>	Audi's answer to the Mini. Fun and refined	★★★★☆		
1.2 TFSI 86 S line Style Edit	E18450	84	118	12
1.4 TFSI 122 S line Style Edit	E18860	121	124	18
1.6 TDI 105 S line Style Edit	E19510	103	99	16
1.2 TFSI 86 SE	E14115	84	118	9
1.2 TFSI 86 Sport	E15955	84	118	9
1.2 TFSI 86 S line	E17500	84	118	9
<b>1.4 TFSI 122 Sport</b>	E16365	121	124	15
1.4 TFSI 122 Sport auto	E17815	121	119	15
1.4 TFSI 122 S line	E17910	121	124	16
1.4 TFSI 122 S line auto	E19360	121	122	16
1.4 TFSI 140 Sport ACT	E17215	138	109	21
1.4 TFSI 140 S line ACT	E18760	138	109	21
1.4 TFSI 140 Black Edition ACT	E20010	138	109	22
1.4 TFSI 185 S line auto	E21420	182	139	28
1.4 TFSI 185 Black Edition auto	E22670	121	139	28
2.0 TFSI 231 S	E24905	228	162	33
1.6 TDI 105 SE	E15175	103	99	14
1.6 TDI 105 Sport	E17015	103	99	14
1.6 TDI 105 S line	E18560	103	99	15
2.0 TDI 143 Sport	E18640	141	108	21
2.0 TDI 143 S line	E20185	141	108	21
2.0 TDI 143 Black Edition	E21435	141	108	21
<b>A1 5dr sportback</b>	Rear doors add convenience to an attractive package	★★★★☆		
1.2 TFSI 86 S line Style Edit	E19070	84	118	12
1.4 TFSI 122 S line Style Edit	E19480	121	126	18
1.4 TFSI 140 Black Edition ACT	E20630	138	112	22
1.4 TFSI 140 S line ACT	E19380	138	113	21
1.4 TFSI 140 Sport ACT	E17835	138	109	21
1.4 TFSI 185 Black Edition	E23290	182	139	29
1.6 TDI 105 S line Style Edit	E20130	103	99	16
2.0 TDI 143 Black Edition	E22055	141	108	22
1.2 TFSI 86 SE	E14735	84	118	9
1.2 TFSI 86 Sport	E16575	84	118	9
1.2 TFSI 86 S line	E18120	84	118	9
1.4 TFSI 122 Sport	E16985	121	126	15
1.4 TFSI 122 S line	E18530	121	126	16
1.4 TFSI 185 S line	E22040	182	139	28
2.0 TFSI 231 S	E25635	228	166	33
1.6 TDI 105 SE	E15795	103	99	14
1.6 TDI 105 Sport	E17635	103	99	14
1.6 TDI 105 S line	E19180	103	99	15
2.0 TDI 143 Sport	E19260	141	108	21
2.0 TDI 143 S line	E20805	141	108	21
<b>A3 3dr hatch</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	E18575	108	114	14
2.0 TDI 184 quattro S line	E29905	148	124	26
2.0 TDI 184 quattro Sport	E27755	148	124	26
2.0 TDI 184 S line	E26995	148	108	28
2.0 TDI 184 Sport	E24845	148	108	27
2.0 TFSI 300 quattro S3	E30940	296	162	36
1.2 TFSI 110 Sport	E19975	108	114	14
1.2 TFSI 110 S line	E22125	108	114	15
1.4 TFSI 125 SE	E19875	123	117	16
1.4 TFSI 125 Sport	E21275	123	117	16
1.4 TFSI 125 S line	E23425	123	117	16
1.4 TFSI 150 SE ACT	E20725	148	109	21
1.4 TFSI 150 Sport ACT	E22125	148	109	21
1.4 TFSI 150 S line ACT	E24275	148	109	21
1.8 TFSI 180 Sport	E23905	178	135	23
1.8 TFSI 180 quattro Sport	E26830	178	149	25
1.8 TFSI 180 S line	E26055	178	135	24
1.8 TFSI 180 quattro S line	E28980	178	149	25
1.6 TDI 110 SE	E20825	108	99	15
1.6 TDI 110 Sport	E22225	108	99	15
1.6 TDI 110 S line	E24375	108	99	16
2.0 TDI 150 SE	E22175	148	106	21
2.0 TDI 150 Sport	E23575	148	106	21
2.0 TDI 150 S line	E25725	148	106	21
<b>A3 4dr saloon</b>	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	E23295	148	109	21
1.6 TDI 110 S line	E25545	108	99	16
1.8 TFSI 180 quattro S line	E30150	178	149	25
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33540	296	162	36
2.0 TDI 150 Sport	E24745	148	105	21
1.4 TFSI 150 ACT S line	E25445	148	109	21
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23395	108	99	15
2.0 TDI 150 S line	E26895	148	105	21
<b>A3 5dr sportback</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 S line	E24045	123	117	16
1.4 TFSI 125 Sport	E21895	123	117	16
1.8 TFSI 180 quattro S line	E29600	178	149	25
1.8 TFSI 180 S line	E26675	178	135	24
1.8 TFSI 180 Sport	E24525	178	135	23
2.0 TDI 150 S line	E26345	148	106	21
2.0 TDI 150 SE	E22795	148	106	21
2.0 TDI 150 Sport	E24195	148	106	21
2.0 TDI 184 quattro S line	E30525	175	124	26
2.0 TFSI 300 quattro S3	E31560	296	162	36
1.2 TFSI 110 SE	E19195	108	114	14
1.2 TFSI 110 Sport	E20595	108	114	14
1.2 TFSI 110 S line	E22745	108	114	15
1.4 TFSI 125 SE	E20495	123	117	16
1.4 TFSI 150 SE ACT	E21345	148	109	21
1.4 TFSI 150 Sport ACT	E22745	148	109	21
1.4 TFSI 150 S line ACT	E24895	148	109	21
1.8 TFSI 180 quattro Sport	E27450	178	149	25
1.6 TDI 110 SE	E21445	108	99	15
1.6 TDI 110 Sport	E22845	108	99	16
1.6 TDI 110 S line	E24995	108	99	17
2.0 TDI 184 Sport	E25465	175	120	27
2.0 TDI 184 quattro Sport	E28375	175	124	26
2.0 TDI 184 S line	E27615	175	120	28
<b>A3 CABRIOLET 2dr open</b>	A measured success, but the usual sacrifices make it fun free	★★★★☆		
1.4 TFSI 150 S line	E29635	148	114	23
1.4 TFSI 150 SE	E26085	148	114	22
1.4 TFSI 150 Sport	E27485	148	114	23
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TDI 150 S line	E31085	148	110	25
2.0 TDI 150 SE	E27535	148	110	24
2.0 TDI 150 Sport	E28935	148	110	25
1.8 TFSI 180 Sport	E29265	178	140	29
1.8 TFSI 180 quattro Sport	E32225	178	154	29
1.8 TFSI 180 S line	E31415	178	140	31
1.8 TFSI 180 quattro S line	E34375	178	154	32
1.6 TDI 110 SE	E26185	108	104	17
1.6 TDI 110 Sport	E27585	108	104	18
1.6 TDI 110 S line	E29735	108	104	20
<b>A4 4dr saloon</b>	Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆		
2.0 TDI 150 Black Edition	E31005	148	119	24
2.0 TDI 150 S line	E29930	148	119	23
2.0 TDI 150 SE	E28855	148	127	23
2.0 TDI 150 SE Technik	E29855	148	127	23
2.0 TFSI 225 quattro Black Edi	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34200	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	32
2.0 TFSI 225 quattro SE Technik	E32645	222	155	33
1.8 TFSI 120 SE	E4385	115	151	19
1.8 TFSI 120 SE Technik	E25385	115	151	19
1.8 TFSI 120 S line	E26940	115	151	20
1.8 TFSI 120 Black Edition	E26501	115	151	20
1.8 TFSI 170 SE	E62000	168	134	25
1.8 TFSI 170 SE Technik	E27000	168	134	25
1.8 TFSI 170 S line	E28555	168	134	26
1.8 TFSI 170 Black Edition	E29630	168	134	26
3.0 V6 33				

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TDI 177 quattro Black Edit	£36790	175	134	29
2.0 TDI 204 S line	£37660	168	143	29
3.0 TDI 204 Black Edition	£38735	201	129	30
3.0 TDI 245 quattro S line	£41185	242	149	35
3.0 TDI 245 quattro Black Edit	£42260	242	149	35
<b>A5 CABRIOLET 2dr open</b>				
Appealing, Lower powered, steel sprung trim's best	★★★★★			
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37395	148	124	27
2.0 TDI 150 S line Special Ed	£38520	148	124	27
2.0 TDI 150 SE	£34145	148	124	27
2.0 TDI 177 S line Special Ed	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41745	222	159	37
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37
2.0 TFSI 225 quattro SE	£38495	222	159	37
2.0 TFSI 225 S line	£38705	222	148	36
2.0 TFSI 225 S line Special Ed	£39830	222	148	36
2.0 TFSI 225 SE	£35455	222	148	36
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Spe	£46110	242	154	40
1.8 TFSI 170 SE	£23230	168	143	29
3.0 TFSI 333 S5	£46770	328	184	42
4.2 V8 RS5	£69505	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£44985	242	154	39
<b>A6 4dr saloon</b>				
The best sprung Audi saloon, and one of the most appealing full stop.	★★★★★			
2.0 TFSI 245 Hybrid	£43980	245	145	32
3.0 BITDI 313 quattro Black Edit	£49200	309	166	39
3.0 BITDI 313 quattro S line	£47025	309	166	39
3.0 TDI 204 Black Edition	£39740	201	139	30
3.0 TDI 204 quattro Black Edit	£42915	201	149	33
3.0 TDI 204 quattro S line	£40740	201	149	33
3.0 TDI 204 quattro SE	£38390	201	149	32
3.0 TDI 245 quattro Black Edit	£44490	242	156	37
4.0 TFSI 420 S6	£54520	414	225	42
2.0 TDI 190 Ultra SE	£30985	187	117	28
2.0 TDI 190 Ultra S line	£32835	187	117	28
2.0 TDI 190 Ultra Black Editn	£35010	187	117	29
3.0 TDI 204 SE	£35215	201	139	30
3.0 TDI 204 S line	£37565	201	139	30
3.0 TDI 245 quattro SE	£39965	242	156	36
3.0 TDI 245 quattro S line	£42315	242	156	36
3.0 BITDI 313 quattro SE	£44675	309	166	38
<b>A6 AVANT 5dr estate</b>				
A capable stunner, BitDi a giant killer	★★★★★			
3.0 BITDI 313 quattro Black Edit	£51200	309	166	39
3.0 BITDI 313 quattro S line	£49025	309	166	39
3.0 TDI 204 Black Edition	£41740	201	139	30
3.0 TDI 204 quattro Black Editn	£44950	201	152	33
3.0 TDI 204 quattro SE	£42775	201	152	33
3.0 TDI 204 quattro S line	£40425	201	152	32
3.0 TDI 245 quattro SE	£46490	242	156	37
4.0 TFSI 560 RS6	£77005	552	229	47
2.0 TFSI 420 S6	£56745	414	226	42
2.0 TDI 190 Ultra SE	£32985	187	119	28
2.0 TDI 190 Ultra S line	£34835	187	119	28
2.0 TDI 190 Ultra Black Editn	£37010	187	119	29
<b>3.0 TDI 204 SE</b>	<b>£37215</b>	<b>201</b>	<b>139</b>	<b>30</b>
3.0 TDI 204 S line	£39565	201	139	30
3.0 TDI 245 quattro SE	£41965	242	156	36
3.0 TDI 245 quattro S line	£44315	242	156	36
3.0 BITDI 313 quattro SE	£46675	309	166	38
<b>A6 ALLROAD 5dr estate</b>				
Rugged 4x4 A6. Even more pricey	★★★★★			
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 BITDI 313 quattro	£50115	308	176	41
<b>A7 SPORTBACK 5dr hatch</b>				
A good mix of luxury, practicality and power	★★★★★			
3.0 BITDI 313 quattro Black Edit	£56800	309	166	42
3.0 BITDI 313 quattro S line	£54450	309	166	42
3.0 BITDI 313 quattro SE	£52660	309	166	42
3.0 TDI 204	£41175	201	135	33
3.0 TDI 204 quattro Black Edit	£50585	201	152	36
3.0 TDI 204 quattro S line	£48235	201	152	36
3.0 TDI 204 quattro SE	£46445	201	152	35
3.0 TDI 245 quattro Black Edit	£53155	242	156	41
3.0 TFSI 310 quattro Black Edit	£53260	296	190	41
3.0 TFSI 310 quattro SE	£49120	296	190	40
3.0 TFSI 310 quattro S line	£50910	296	190	41
4.0 TFSI 420 S7	£62345	414	225	43
4.0 TFSI RS7	£83515	552	229	47
3.0 TDI 204 SE	£44765	201	135	33
3.0 TDI 204 S line	£46555	201	135	34
3.0 TDI 245 SE quattro	£49015	242	156	40
3.0 TDI 245 S line quattro	£50805	242	156	41

## AUTOCAR TOP FIVES

## Family hatchbacks



**1 Volkswagen Golf** From £17,000  
Expensive it may be, but there's enough class here to make the price tag look reassuringly precise. A class above. ★★★★★



**2 Ford Focus** From £14,000  
Has a blend of ride and handling that rivals can't match. One of the UK's most popular cars for all the right reasons. ★★★★★



**3 Seat Leon** From £16,000  
As always, a Golf in cheaper Spanish drag. Margins are cleverly engineered to show, but this is the best Leon yet. ★★★★★



**4 Mazda 3** From £17,000  
As ever, it seems, the Mazda aces driveability and efficiency but fails to totally convince in an all-star class. ★★★★★



**5 Peugeot 308** From £16,000  
No name change, but the appeal of the latest 308 is all new. A serious contender for family hatch money. ★★★★★

Xenon  
headlights  
Sports  
suspension

From

£359

per month\*

Audi  
Vorsprung durch Technik



The Audi A5 Coupé S line from £359 per month.\* Business users only\* plus VAT at 20%. Precision-engineered value from Audi.

CO<sub>2</sub> emissions: 120 g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. \*At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. October 2014 and December 2014 from participating Centres. Offers may be varied or withdrawn at any time. Further charges may apply when vehicle is returned, subject to fair wear and tear. Finance subject to status. Available to 18s



**PERFECTLY BALANCED.  
BALANCED PERFECTLY.**

**BMW 318d M SPORT SALOON FROM £279 PER MONTHLY RENTAL (PLUS INITIAL PAYMENT\*\*)**

It's hard to find a more balanced drive than the BMW 318d M Sport Saloon. Its superb level of standard specification includes DAB digital radio, innovative iDrive controller and 18" alloy wheels. Combined with a beautifully balanced offer from BMW Economics, it's perfect on paper too.

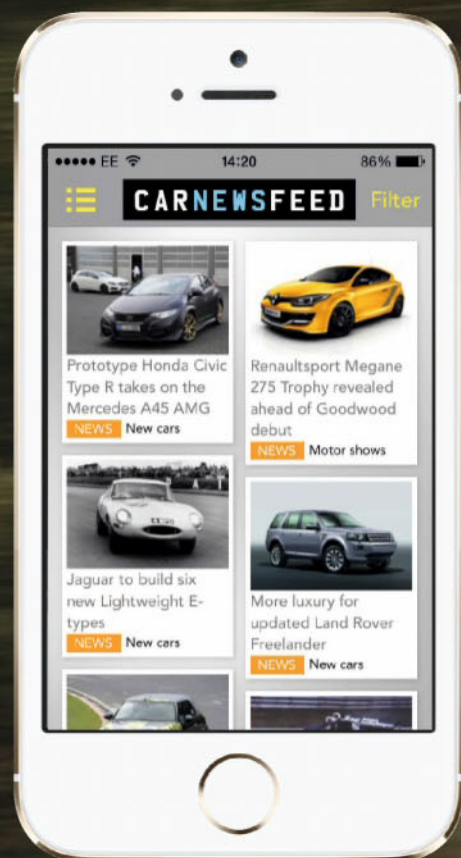
Official fuel economy figures for the BMW 318d M Sport Saloon: Urban 51.4 mpg (5.5l/100 km). Extra Urban 72.4 mpg (3.9l/100 km). Combined 62.8 mpg (4.5l/100 km). with optional metallic paint, with a contract mileage of 40,000 miles and excess mileage charge of 5.00p per mile. Applies to new vehicles ordered at participating retailers between 1 October and 31 December 2014. available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by BMW.

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 e-HDI 115 Excl.	£21810	113	105	17
1.6 e-HDI 115 Excl.*	£24210	113	105	18
2.0 Blue HDI 150 Excl.	£23010	148	110	24
2.0 Blue HDI 150 Excl.*	£25410	148	113	24
<b>GRAND C4 PICASSO 5dr mpv</b> Plushness and an improved dynamic make for a better car ★★★★★				
1.6 VTI 120 VTR	£19460	118	145	13
1.6 VTI 120 VTR*	£20720	118	145	13
1.6 THP 155 Excl.	£23020	154	139	21
1.6 THP 155 Excl.*	£25420	154	142	22
1.6 e-HDI 90 ET66 VTR	£20850	91	98	15
1.6 e-HDI 90 ET66 VTR*	£22110	91	98	15
1.6 e-HDI 115 VTR*	£22210	113	105	19
1.6 e-HDI 115 Excl.	£23510	113	105	18
1.6 e-HDI 115 Excl.*	£25910	113	105	19
2.0 Blue HDI 150 Excl.	£24710	148	110	24
2.0 Blue HDI 150 Excl.*	£27110	148	113	25
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 Multijet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13220	84	92	10
0.9 TwinAir 85 S	£13370	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14720	84	99	10
0.9 TwinAir 105 Cult	£15200	103	92	10
1.2 Pop	£10420	68	113	5
1.2 Lounge	£11820	68	113	6
1.2 S	£11970	68	113	9
1.2 Cult	£13320	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 Multijet Lounge	£14220	94	97	15
1.3 Multijet S	£14370	94	97	14
1.3 Multijet Cult	£15720	94	97	14
<b>500 CONVERTIBLE 2dr open</b> Desirable, cute city car. Cab a better drive than hatch ★★★★★				
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16500	103	92	15
0.9 TwinAir 105 S	£16650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16170	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£14970	68	113	10
1.3 Multijet 60	£18890	94	97	18
1.3 Multijet S	£17370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15900	84	92	15
0.9 TwinAir 85 Cult	£16900	84	92	15
0.9 TwinAir 105 Cult	£17500	103	92	15
1.2 Pop S-S	£13420	68	113	9
1.2 Lounge S-S	£14700	68	113	10
1.2 Cult	£15700	68	113	10
1.3 Multijet Lounge	£17100	94	97	18
1.3 Multijet Cult	£18100	94	97	18
<b>500L 5dr mpv</b> A costly option, but has the style to fill out some of its missing substance ★★★★★				
1.4 95 Pop	£13040	94	145	10
0.9 TwinAir Pop Star	£16690	103	112	11
0.9 TwinAir Lounge	£18090	103	112	11
0.9 TwinAir Trekking	£18790	103	119	11
1.4 95 Pop Star	£15200	94	145	10
1.4 95 Lounge	£16600	94	145	10
1.4 95 Trekking	£17300	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 Multijet 85 Pop Star	£16690	83	110	8
1.3 Multijet 85 Lounge	£18090	83	110	9
1.3 Multijet 85 Trekking	£18790	83	114	7
1.6 Multijet 105 Pop Star	£17690	103	117	17
1.6 Multijet 105 Lounge	£19090	103	117	18
1.6 Multijet 105 Trekking	£19790	103	122	15
1.6 Multijet 120 Pop Star	£18190	118	120	17
1.6 Multijet 120 Lounge	£19590	118	120	17
1.6 Multijet 120 Trekking	£20290	118	120	17
<b>500L MPV 5dr mpv</b> As above but with seven seat flexibility in its more expensive format ★★★★★				
1.6 Multijet 120 Lounge 7st	£20330	118	117	17
1.6 Multijet 120 Pop Star 7st	£18830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 Multijet 85 Pop Star 7st	£17330	83	110	8
1.3 Multijet 85 Lounge 7st	£18830	83	110	9
1.6 Multijet 105 Pop Star 7st	£18330	103	117	17
1.6 Multijet 105 Lounge 7st	£19830	103	117	17
<b>PUNTO 3dr hatch</b> MultiAir tech improves appeal and economy ★★★★★				
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 Multijet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 Multijet GBT	£14275	85	90	13
<b>PUNTO 5dr hatch</b> MultiAir tech improves appeal and economy ★★★★★				
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 Multijet Easy	£14375	85	90	13
1.3 85 Multijet GBT	£14875	85	90	13
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>KA 3dr hatch</b> An agile drive and energetic petrol engine. Wooden ride ★★★★★				
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8945	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11195	68	115	3
1.2 Metal	£11445	68	115	5
<b>B-MAX 5dr mpv</b> Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★				
1.0 EcoBoost 100 Zetec	£15395	99	119	9
1.0 EcoBoost 100 Titanium	£16595	99	119	10
1.0 EcoBoost 125 Zetec S-S	£15995	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17195	118	99	13
1.0 EcoBoost 125 Titanium X	£18395	118	99	13
1.4 90 Studio	£12995	89	139	7
1.4 90 Zetec	£14795	89	139	8
1.6 105 Zetec Powershift	£16465	103	149	10
1.6 105 Titanium Powershift	£17665	103	149	11
1.5 TDCi 75 Zetec	£16195	74	109	8
1.6 TDCi 95 Zetec	£16695	94	104	10
1.6 TDCi 95 Titanium	£17895	94	104	11
<b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★				
1.6 105 Titanium Powershift	£16300	103	138	12
1.6 105 Zetec Powershift	£14700	103	138	12
1.0 80 Zetec S-S	£13445	79	99	6
1.0 80 Titanium S-S	£14445	79	99	7
1.0 EcoBoost Zetec S-S	£13945	99	99	11
1.0 EcoBoost Titanium S-S	£14945	99	99	11
1.0 EcoBoost Titanium X S-S	£16145	99	99	11
1.0 EcoBoost Titanium S-S	£15445	99	123	11
1.0 EcoBoost Titanium X S-S	£16645	123	99	16
1.0 EcoBoost Titanium S-S	£15495	123	99	15
1.25 60 Studio	£9995	59	120	3
1.25 60 Style	£11695	59	120	4
1.25 82 Zetec	£12195	80	120	7
1.6 105 Titanium Powershift	£15700	103	138	12
1.6 TDCi 100 EcoBoost ST	£17250	103	138	10
1.6 TDCi 100 EcoBoost ST2	£18250	103	138	10
1.6 TDCi 100 EcoBoost ST3	£19250	103	138	10
1.5 TDCi 75 Style	£13695	74	98	8
1.5 TDCi 75 Zetec	£14445	74	98	8
1.5 TDCi 75 Titanium	£15445	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£14795	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15345	94	87	12
1.6 TDCi 95 Zetec S	£15995	94	95	12
1.6 TDCi 95 Titanium ECOnetic	£16345	94	87	12
1.6 TDCi 95 Titanium X	£17145	94	95	13
<b>FIESTA 5dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★				
1.25 82 Zetec	£12795	80	120	7
1.6 105 Zetec Powershift	£15300	103	138	12
1.0 80 Zetec S-S	£14045	79	99	6
1.0 80 Titanium S-S	£15045	79	99	7
1.0 EcoBoost Zetec S-S	£14545	99	99	11
1.0 EcoBoost Titanium S-S	£15545	99	99	11
1.0 EcoBoost Titanium X S-S	£16745	99	99	11
1.0 EcoBoost Titanium S-S	£16045	123	99	15
1.0 EcoBoost Titanium X S-S	£17245	123	99	16
1.25 60 Style	£12295	59	120	4
1.25 82 Zetec	£13545	80	120	7
1.5 TDCi 75 Style	£14295	74	98	8
1.5 TDCi 75 Zetec	£15045	74	98	9
1.5 TDCi 75 Titanium	£16045	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£15395	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15945	94	87	12
1.6 TDCi 95 Titanium ECOnetic	£16945	94	87	12
1.6 TDCi 95 Titanium X	£17745	94	95	13
<b>ECOSPORT 5dr hatch</b> Pumped up Fiesta okay, but developing world origins show through ★★★★★				
1.0 EcoBoost 125 Titanium	£15995	123	125	11
1.0 EcoBoost 125 Titanium X	£16995	123	125	11
1.5 112 Titanium	£14995	90	149	10
1.5 112 Titanium X	£15995	90	149	10
1.5 TDCi 91 Titanium	£16495	90	120	10
1.5 TDCi 91 Titanium X	£17495	90	120	10
<b>FOCUS 5dr hatch</b> Still best to drive, but only just. Still feels like a complete package ★★★★★				
1.6 125 Zetec S	£20795	123	146	14
1.0 EcoBoost Style	£17295	99	105	10
1.0 EcoBoost Zetec	£18295	99	105	10
1.0 EcoBoost Titanium	£19795	99	105	10
1.0 EcoBoost Titanium X	£21795	99	105	10
1.0 EcoBoost Zetec	£18795	123	108	14
1.0 EcoBoost Zetec S	£20295	123	108	14
1.0 EcoBoost Titanium X	£22295	123	108	14
Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5T 150 EcoBoost Zetec S	£20545	148	137	14
1.5T 150 EcoBoost Titanium	£20795	148	137	14
1.5T 182 EcoBoost Titanium X	£23520	180	137	14
1.6 85 Studio	£13995	84	136	7
1.6 105 Style	£16795	103	136	11
1.6 125 Style auto	£18545	123	146	14
1.6 125 Zetec	£19545	123	146	14
1.6 125 Titanium auto	£21045	123	146	14
2.0T 250 EcoBoost ST	£22195	247	159	34
2.0T 250 EcoBoost ST-2	£23695	247	159	35
2.0T 250 EcoBoost ST-3	£25995	247	159	36
1.5 TDCi 95 Style	£17995	94	98	11
1.5 TDCi 120 Zetec	£19495	118	98	11
1.5 TDCi 120 Zetec S	£20745	118	98	11
1.5 TDCi 120 Titanium	£20995	118	98	11
1.5 TDCi 120 Titanium X	£22995	118	98	11
1.6 TDCi 95 Style	£17895	94	109	11
1.6 TDCi 115 Zetec	£19395	114	109	16
1.6 TDCi 115 Zetec S	£20645	114	109	16
1.6 TDCi 115 Titanium	£20895	114	109	16
2.0 TDCi 150 Titanium	£24335	148	109	-
2.0 TDCi 185 ST	£22195	178	110	34
2.0 TDCi 185 ST-2	£23695	178	110	35
2.0 TDCi 185 ST-3	£25995	178	110	36
<b>FOCUS 5dr estate</b> Well mannered and comfortable. An Octavia carries more ★★★★★				
1.0 EcoBoost Style	£18395	99	109	10
1.0 EcoBoost Titanium	£20895	99	109	10
1.0 EcoBoost Titanium X	£22895	99	109	10
1.0 EcoBoost Zetec	£19395	99	109	10
1.0 EcoBoost Titanium	£21395	123	110	14
1.0 EcoBoost Titanium X	£23395	123	110	14
1.0 EcoBoost Zetec	£19895	123	110	14
1.0 EcoBoost Zetec S	£21145	123	110	14
1.5 TDCi 120 Titanium	£22095	118	98	11
1.5 TDCi 120 Titanium X	£24095	118	98	11
1.5 TDCi 120 Zetec	£20595	118	98	11
1.5 TDCi 120 Zetec S	£21845	118	98	11
1.5 TDCi 95 Style	£19095	94	98	11
1.5T 150 EcoBoost Zetec	£21885	148	128	14
1.5T 150 EcoBoost Zetec S	£21645	148	128	14
1.6T EcoBoost Titanium X	£24610	180	128	14
1.5 105 Style	£17880	103	139	11
1.6 125 Style auto	£19645	123</		



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6T150 EcoBoost Titanium X S	£28350	148	154	20
1.6T182 EcoBoost Titanium X S	£32510	180	179	23
2.0 TDCi 140i Titanium X Sport ZWD	£29750	138	139	22
2.0 TDCi 163i Titanium X Sport	£31750	138	154	24
1.6T150 EcoBoost Zetec 2WD	£21000	148	154	20
1.6T150 EcoBoost Zetec 2WD	£21000	148	154	20
1.5T150 EcoBoost Titanium X	£22645	148	143	20
1.5T150 EcoBoost Titanium X	£25395	148	143	20
1.6T150 EcoBoost Titanium X	£22650	148	154	21
1.6T182 EcoBoost Zetec 2WD	£25400	148	154	22
1.5T150 Titanium X Sport	£28345	148	143	20
1.6T182 EcoBoost Zetec	£25160	180	179	21
1.5T182 EcoBoost Zetec AWD	£25160	180	171	21
1.6T182 EcoBoost Titanium	£26810	180	179	22
1.5T182 EcoBoost Titanium	£26795	180	171	21
1.6T182 EcoBoost Titanium X	£29560	180	179	23
1.5T182 EcoBoost Titanium X A	£29545	180	171	21
1.5T182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCi 140i Zetec 2WD	£22400	138	139	20
2.0 TDCi 150i Zetec 2WD	£22695	148	122	20
2.0 TDCi 140i Zetec	£23900	138	154	21
2.0 TDCi 140i Zetec 2WD	£24050	138	139	21
2.0 TDCi 150i Titanium ZWD	£24345	148	122	20
2.0 TDCi 140i Titanium ZWD	£26800	138	139	22
2.0 TDCi 150i Titanium X ZWD	£27095	148	122	20
2.0 TDCi 150i Titanium X Sport	£30045	148	122	20
2.0 TDCi 163i Titanium	£26050	138	154	22
2.0 TDCi 150i Zetec AWD	£24195	148	135	20
2.0 TDCi 163i Titanium X	£28800	138	154	24
2.0 TDCi 180i Titanium AWD	£26345	178	135	22
2.0 TDCi 180i Titanium X	£29095	178	135	22
<b>C-MAX 5dr mpv</b> As fun to drive as it is easy to live with				
1.0T100 EcoBoost Zetec S-S	£18150	99	117	10
1.0T125 EcoBoost Zetec S-S	£18650	123	117	10
1.0T100 EcoBoost Titanium S-S	£19650	99	117	10
1.0T125 EcoBoost Titanium S-S	£20150	123	117	13
1.0T125 EcoBoost Titanium X S-S	£22150	123	117	14
1.6T105 Zetec	£17655	103	149	11
1.6T150 EcoBoost Titanium S-S	£20855	148	149	11
1.6T182 EcoBoost Titanium X S	£23605	180	144	22
1.6T150i Zetec	£19150	114	117	16
1.6TDCi 115 Titanium	£20650	114	117	16
1.6TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140i Titanium	£21725	138	129	20
2.0 TDCi 163i Titanium	£24225	161	129	22
<b>GRAND C-MAX 5dr mpv</b> Fun and practical small seven seater				
1.0T100 EcoBoost Zetec S-S	£19145	99	119	10
1.0T125 EcoBoost Zetec S-S	£20245	123	119	10
1.0T100 EcoBoost Titanium S-S	£21045	99	119	10
1.0T125 EcoBoost Titanium S-S	£21545	123	119	13
1.0T125 EcoBoost Titanium S-S	£23545	99	119	14
1.6T150 EcoBoost Titanium S-S	£22250	148	149	11
1.6T182 EcoBoost Titanium X S	£24950	180	149	22
1.6T150i Zetec	£20745	114	124	16
1.6TDCi 115 Titanium	£22045	114	124	16
1.6TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140i Titanium	£23250	138	134	20
2.0 TDCi 163i Titanium	£25750	161	134	22
<b>S-MAX 5dr mpv</b> Proof that MPV's need not be boring or ungainly. A benchmark				
1.6T160 EcoBoost Zetec S-S	£23310	158	159	18
1.6T160 Eco Tium S-S	£25060	158	159	19
2.0 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6TDCi 115 Zetec S-S	£24110	114	139	16
1.6TDCi 115 Eco Tium S-S	£25860	114	139	17
2.0 TDCi 140i Zetec	£24295	138	139	17
2.0 TDCi 140i Titanium	£26045	138	139	18
2.0 TDCi 163i Titanium	£26645	161	139	19
2.0 TDCi 163i Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
<b>GALAXY 5dr mpv</b> Huge seven-seater MPV. Easy to place on the road. Not cheap				
2.0 TDCi 200 Titanium X	£32875	197	179	27
1.6T160 EcoBoost Zetec S-S	£25670	158	167	18
1.6T160 Eco Tium S-S	£25750	158	167	18
1.6T160 Eco Tium S-S	£27070	158	167	18
2.0 EcoBoost Titanium auto	£29235	200	189	24
2.0 EcoBoost Titanium X auto	£31375	200	189	25
1.6TDCi 115 Zetec S-S	£26460	114	139	16
1.6TDCi 115 Eco Tium S-S	£28360	114	139	17
2.0 TDCi 140i Zetec	£26645	138	139	20
2.0 TDCi 140i Titanium	£28545	138	139	20
2.0 TDCi 163i Titanium X	£31045	138	139	21
2.0 TDCi 163i Titanium	£29145	161	139	21
2.0 TDCi 163i Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
<b>GINETTA</b>				
640 2dr coupé	£29950	175	181	20
<b>HONDA</b>				
<b>JAZZ 5dr hatch</b> Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	99	123	14
1.2 i-VTEC SE-T	£14390	99	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	99	123	13
1.2 i-VTEC S-A-C	£12545	99	123	13
1.2 i-VTEC S-T	£12690	99	123	13
1.2 i-VTEC S-T A-C	£13540	99	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS-T	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HS	£19250	97	104	16
1.3 iMA Hybrid HS-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EX-L	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EX-LT	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
<b>CIVIC 5dr hatch</b> A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£16995	99	129	8
1.4 i-VTEC S-T	£17990	99	129	8
1.6 i-VTEC S Plus	£21660	118	94	15
1.6 i-VTEC S Plus-T	£22505	118	94	16
1.6 i-VTEC SR	£24360	118	94	16
1.6 i-VTEC S-T	£20920	118	94	15
1.6 i-VTEC EX Plus	£25255	99	145	16
1.8 i-VTEC S	£19255	140	137	15
1.8 i-VTEC SE Plus	£20955	99	145	15
1.8 i-VTEC SE Plus-T	£21500	99	145	15
1.8 i-VTEC SR	£23355	99	145	15
1.8 i-VTEC S-T	£19800	140	137	15
<b>CIVIC TOURER 5dr estate</b> Versatile, comfortable and frugal, only price marks its scorecard				
1.6 i-VTEC EX Plus	£27460	118	103	16
1.6 i-VTEC S	£21375	118	99	15
1.6 i-VTEC SE Plus	£22960	118	99	15
1.6 i-VTEC SE Plus-T	£23505	118	99	15
1.6 i-VTEC SR	£25560	118	103	16
1.6 i-VTEC S-T	£21920	118	99	15
1.8 i-VTEC EX Plus	£26255	140	149	17
1.8 i-VTEC S	£20270	140	146	15
1.8 i-VTEC SE Plus	£21955	140	149	16
1.8 i-VTEC SE Plus-T	£22500	140	149	16
1.8 i-VTEC SR	£24355	140	149	16
1.8 i-VTEC S-T	£20815	140	146	15
<b>ACCORD 4dr saloon</b> Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-VTEC 150 EX	£28795	148	141	25
2.2 i-VTEC 150 EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£31435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£31677	177	147	29
<b>ACCORD TOURER 5dr estate</b> As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29700	148	143	24
2.2 i-VTEC 150 EX	£30330	148	146	25
2.2 i-VTEC 150 EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£32925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£35177	177	150	29
<b>CR-V 5dr 4x4</b> The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-VTEC SR 2WD	£25825	118	119	24
1.6 i-VTEC SR 2WD	£27315	118	124	25
1.6 i-VTEC S-T 2WD	£23825	118	119	25
2.0 i-VTEC Black Edition	£28405	154	173	27
2.0 i-VTEC White Edition	£28405	154	173	27
2.0 i-VTEC Black Edition	£30510	148	149	28
2.0 i-VTEC White Edition	£30510	148	149	28
2.0 i-VTEC S 2WD	£22200	154	168	24
2.0 i-VTEC S-T 2WD	£22765	154	168	24
2.0 i-VTEC SE 2WD	£24000	154	168	24
2.0 i-VTEC SE-T 2WD	£24765	154	168	24
2.0 i-VTEC S	£23100	154	173	24
2.0 i-VTEC S-T	£23865	154	173	24
2.0 i-VTEC SE	£25100	154	173	24
2.0 i-VTEC SE	£25865	154	173	24
2.0 i-VTEC SR	£27410	154	177	25
2.0 i-VTEC EX	£30255	154	177	25
1.6 i-VTEC S 2WD	£23360	118	119	24
1.6 i-VTEC SE 2WD	£25060	118	119	24
2.2 i-VTEC S	£25205	148	149	26
2.2 i-VTEC S-T	£25970			

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
450h Premier	£55495	245	145	41
<b>LOTUS</b>				
<b>ELISE 2dr open</b> Pure sports car. Great chassis and steering, low running costs				
1.6 Club Racer	£28580	134	149	43
1.6	£29050	134	149	43
1.6 Sport	£30650	134	149	43
1.8 S	£37205	217	175	43
<b>EXIGE 2dr coupé</b> Sharp, uncompromising track car. Unforgiving on road				
3.5 V6 S	£54610	345	236	47
<b>EVORA 2dr coupé</b> Sublime combination of pliant ride and sweet handling				
3.5 V6	£53080	276	217	50
3.5 V6 +2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S +2	£64190	345	229	50
3.5 V6 Sp. Racer	£66850	345	229	50
<b>MASERATI</b>				
<b>GHIBLI 4dr saloon</b> Classy and entertaining but less polished than a 5-Series				
3.0 V6	£52275	325	223	50
3.0 V6 S	£63415	404	246	50
3.0 V6	£48830	271	158	50
<b>QUATTROPORTE 4dr saloon</b> Not quite as sophisticated as it might have been.				
3.0 V6 S	£80095	404	-	50
3.8 V8	£110000	523	274	50
3.0 V6 Diesel	£69230	271	163	50
<b>GRANTURISMO 2dr coupé</b> Fantastic looks and soundtrack, average chassis				
4.2 V8	£82140	400	330	50
4.7 V8 Sport	£90390	453	354	50
4.7 V8 MC Stradale	£109995	453	337	50
<b>GRANCABRIO 2dr open</b> Fantastic looks and soundtrack, average chassis				
4.7 V8	£98200	433	354	50
4.7 V8 Sport	£102615	453	337	50
<b>MAZDA</b>				
<b>2.5dr hatch</b> Energetic, fun drive in a cute and usable supermini. Good value				
1.375 Colour Edition	£11745	74	115	9
1.375 SE AC	£11195	74	115	9
1.384 Sport Colour Edition	£12995	83	115	11
1.502 Tamura Nav Au	£13495	101	145	12
1.384 Tamura	£12295	83	115	11
1.384 Sport Venture	£13495	83	115	11
<b>3dr saloon</b> Refined, well-priced family choice. Dynamically satisfying, too				
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£19395	118	119	17
2.0 120 SE-L	£20195	118	119	17
2.2d 150 SE	£19645	148	104	23
2.2d 150 SE Nav	£20245	148	104	23
2.2d 150 SE-L	£21145	148	104	23
2.2d 150 SE-L Nav	£21745	148	104	23
2.2d 150 Sport Nav	£22545	148	104	23
<b>3dr hatch</b> Refined, well-priced family hatch. Dynamically satisfying, too				
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£19395	118	119	17
2.0 120 SE-L	£20195	118	119	17
2.0 165 Sport Nav	£21920	162	135	22
2.2d 150 SE	£19645	148	107	23
2.2d 150 SE Nav	£20245	148	107	24
2.2d 150 SE-L	£21145	148	107	24
2.2d 150 SE-L Nav	£21745	148	107	24
2.2d 150 Sport Nav	£22545	148	107	24
<b>4dr saloon</b> A compelling mix of size, economy and performance. Interior a let down				
2.0 145 SE	£19595	143	129	18
2.0 145 SE Nav	£20295	143	129	18
2.0 145 SE-L	£20395	143	129	18
2.0 145 SE-L Nav	£21095	143	129	18
2.0 165 Sport Nav	£24095	162	135	22
2.2d 150 SE	£22095	148	108	21
2.2d 150 SE Nav	£22795	148	108	21
2.2d 150 SE-L	£22895	148	108	21
2.2d 150 SE-L Nav	£23595	148	108	21
2.2d 150 Sport Nav	£25895	148	108	21
2.2d 175 Sport Nav	£25595	173	119	23
2.2d 175 Sport Nav	£26295	173	119	23
<b>5dr tourer</b> A compelling mix of size, economy and performance. Interior a let down				
2.0 145 SE-L Nav	£22015	143	129	16
2.0 165 Sport Nav	£24895	162	135	19
2.2d 150 SE Nav	£23595	148	116	21
2.2d 175 Sport Nav	£27095	173	119	23
2.0 145 SE-L	£21315	143	131	16
2.2d 150 SE	£22895	148	116	21
2.2d 150 SE-L	£23695	148	116	21
2.2d 150 SE-L Nav	£24395	148	116	21
2.2d 150 Sport Nav	£26695	148	116	21
<b>CX-5 5dr 4x4</b> Superb diesel engine amid a brave average package				
2.0 Skyactiv-G 165 SE-L Nav	£22595	162	139	15
2.0 Skyactiv-G 165 SE-L	£21895	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£24340	181	138	16
2.2d Skyactiv-D 150 SE-L	£23695	148	119	18
2.2d Skyactiv-D 150 SE-L Nav	£24395	148	119	18
2.2d Skyactiv-D 150 SE-L Lux	£25295	148	119	20
2.2d Sky-D 150 SE-L Lux Nav	£25995	148	119	20
2.2d Skyactiv-D 150 Sport Nav	£26695	148	119	20
2.2d Sky-D 150 SE-L AWD	£26395	148	136	17
2.2d Sky-D 150 SE-L Nav AWD	£26095	148	136	17
2.2d Sky-D 175 Sport Nav AWD	£27365	173	136	21
<b>5dr mpv</b> Functional seven-seater, but not unpleasant to drive. Lots of kit				
2.0 150 Sport Venture	£20495	148	159	16
1.6d 115 Sport Venture	£21895	114	138	16
<b>MX-5 2dr open</b> Worthy of its iconic status. Manegeable, fun and attainable				
1.8i Sport Venture	£18995	125	167	21
1.8i SE	£18495	125	167	21
<b>MX-5 COUPE CABRIOLET 2dr cc</b> As above, but with a nifty folding hard top.				
1.8i SE	£19995	125	167	21
1.8i Sport Venture	£20995	125	167	21
2.0i Sport Tech	£23095	158	181	26
2.0i Sport Tech Nav	£23295	158	181	26
2.0i Sport Venture	£22695	158	181	26
<b>MCLAREN</b>				
<b>650S 2dr coupé</b> Extraordinary pace and handling. The car the 12C should have been				
3.8 V8	£195250	641	-	50
<b>650S SPIDER 2dr open</b> More of the same, although noisier – and better for it				
3.8 V8	£215250	641	-	50
<b>P1 2dr coupé</b> Other-worldly. As worthy of a place in hypercar history as the F1				
3.8 V8	£860000	903	194	50
<b>MERCEDES-BENZ</b>				
<b>A-CLASS 5dr hatch</b> Desirability on message; ride quality seriously off-piste				
A180 CDI SE ECO	£21965	107	92	16
A250 AMG Sport 4MATIC	£28990	208	154	33
A250 Engin/red by AMG 4MATIC	£30910	208	154	33
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	128	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 AMG Sport	£27440	208	140	33
A250 Engineered by AMG Sport	£29360	208	140	33
A45 AMG	£38195	354	163	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
<b>B-CLASS 5dr hatch</b> A slightly odd prospect, but practical and classy				
B180 CDI SE ECO	£22950	108	98	15
B220 Sport 4MATIC	£28140	190	156	17
B180 SE	£22020	120	137	16
B180 Sport	£23335	120	144	17
B180 CDI SE auto	£24225	108	107	15
B180 CDI Sport	£24075	108	117	15
B200 CDI SE	£24125	134	114	20
<b>B200 CDI Sport</b>	£24245	134	121	21
B220 CDI Sport	£28225	168	120	25
<b>CLA 4dr saloon</b> Attractive from some angles, unap- pealing from others. Dynamics to match				
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£34440	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Sport	£31975	168	117	28
<b>C-CLASS 2dr coupé</b> Nice balance of style, usability and driver reward				
C180 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C63 AMG	£58500	451	280	44
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41
<b>C-CLASS 4dr saloon</b> Stellar cabin and polished drive increase appeal; engines not so good				
C200 SE	£26855	181	123	31
C200 Sport	£28850	181	124	31
C200 AMG Line	£30345	181	128	31
C63 AMG	£59795	469	192	45
C63 AMG S	£66545	503	192	45
C200 BlueTEC SE	£28570	134	102	25
C200 BlueTEC Sport	£30565	134	102	25
C200 BlueTEC AMG Line	£32060	134	102	25
C220 BlueTEC SE	£29365	168	103	31
C220 BlueTEC Sport	£31360	168	104	31
C220 BlueTEC AMG Line	£32855	168	104	31
C250 BlueTEC SE	£32020	201	117	35
C250 BlueTEC Sport	£34015	201	117	35
C250 BlueTEC AMG Line	£35510	201	117	35
C300 BlueTEC Hybrid SE	£34630	201	94	34
C300 BlueTEC Hybrid Sport	£35130	201	94	34
C300 BlueTEC Hybrid AMG Line	£38120	201	94	34
<b>C-CLASS 5dr estate</b> Decent practicality and fantas- tic interior – but only okay to drive				
C200 BlueTEC AMG Line	£33260	134	102	25
C200 BlueTEC SE	£29770	134	102	25
C200 BlueTEC Sport	£31765	134	102	25
C220 SE	£28055	181	128	31
C220 BlueTEC SE	£30565	168	108	31
C250 BlueTEC SE	£33220	201	117	35
C63 AMG	£60995	469	196	47
C63 AMG S	£67745	503	196	47
C200 AMG	£30050	181	128	31
C200 AMG Line	£31675	181	128	31
C220 BlueTEC Sport	£32560	168	108	31
C220 BlueTEC AMG Line	£34055	168	10	

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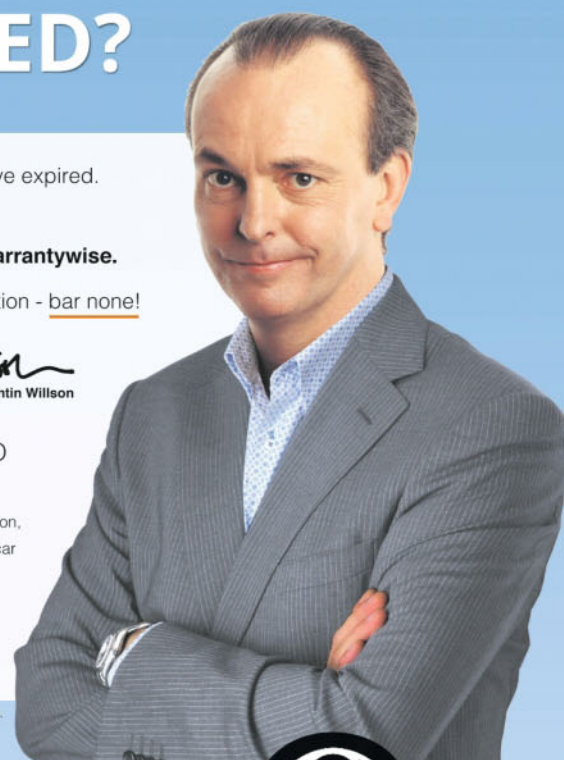


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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>370Z 2dr coupé</b> Great engine and poised handling. Lots of road noise	★★★☆☆			
3.7 V6 Nismo	£37015	345	248	46
3.7 V6	£27015	323	248	46
3.7 V6 GT	£32015	323	248	46
<b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value	★★★★★			
3.8 V6 2013 MY	£78020	523	275	50

## NOBLE

<b>M600 2dr coupé</b> A new era for the Brit maker. Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	-

## PEUGEOT

<b>ION 5dr hatch</b> Good electric powertrain, comically expensive	★★★★☆			
63	£26216	63	0	28
66 UK drive	£26216	63	0	28

<b>108 3dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals	★★★★☆			
1.0 Access	£8245	68	95	6
1.0 Active	£9495	68	95	7
1.0 Active Top	£10345	68	95	7
1.0 Active S-S	£9745	68	88	6
1.0 Active S-S Top	£10595	68	88	7
1.2 VTI Allure	£10995	81	99	11
1.2 VTI Allure Top	£11845	81	99	11
1.2 VTI Feline	£11845	81	99	11

<b>108 5dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals	★★★★☆			
1.0 Active	£8985	68	95	6
1.0 Active Top	£10745	68	95	7
1.0 Active S-S	£10145	68	88	6
1.0 Active S-S Top	£10995	68	88	7
1.2 VTI Allure	£11395	81	99	11
1.2 VTI Allure Top	£12245	81	99	11
1.2 VTI Feline	£12245	81	99	11

<b>207 CC 2dr open</b> Last of the 207 range. Reasonable ride and handling	★★★★☆			
1.6 VTI 120 Active	£17200	118	149	17
1.6 VTI 120 Roland Garros	£19350	118	150	17
1.6 HDi 112 Active	£18545	110	124	16
1.6 HDi 112 Roland Garros	£20695	110	127	18

<b>208 3dr hatch</b> Big improvement for Peugeot, if not the supermini class	★★★★☆			
1.0 VTI Access	£9995	67	99	5
1.0 VTI Access +	£11245	67	99	6
1.0 VTI Active	£12195	67	99	6
1.2 VTI Access +	£11745	81	104	8
1.2 VTI Active	£12695	81	104	8
1.2 VTI Allure	£14095	81	104	8
1.2 VTI Style	£13445	81	104	11
1.6 THP 156 XY	£17950	154	126	26
1.6 THP 200 GTi	£18900	197	139	30
1.4 HDi Access+	£13045	67	98	11
1.4 HDi Active	£13995	67	98	11
1.4 HDi Style	£14745	67	98	10
1.6 e-HDi 92 Style	£15395	91	95	17
1.6 e-HDi 92 Allure	£16045	91	95	17
1.6 e-HDi 92 XY	£17695	91	95	16
1.6 e-HDi 115 XY	£18345	113	99	20

<b>208 5dr hatch</b> Big improvement for Peugeot, if not the supermini class	★★★★☆			
1.0 VTI Access	£10595	67	99	5
1.0 VTI Access +	£11845	67	99	6
1.0 VTI Active	£12795	67	99	6
1.2 VTI Access +	£13295	81	104	8
1.2 VTI Active	£12345	81	104	8
1.2 VTI Allure	£14495	81	104	8
1.2 VTI Style	£14045	81	104	11
1.6 THP 156 Allure	£16650	118	149	14
1.6 VTI Feline	£17045	118	129	14
1.4 HDi Access+	£13645	67	98	11
1.4 HDi Active	£14595	67	98	11
1.4 HDi Style	£15345	67	98	10
1.4 e-HDi Active EGC	£15295	67	87	11
1.6 e-HDi 92 Style	£15995	91	95	17
1.6 e-HDi 92 Allure	£16445	91	95	17
1.6 e-HDi 92 Feline EGC	£18345	91	98	18
1.6 e-HDi 115 XY	£18495	113	99	19

<b>308 2dr cc</b> Refined and inoffensive, but pricey and no dynamic excellence	★★★★☆			
1.6 THP 156 Roland Garros	£26510	154	160	26
2.0 HDi 163 Allure	£27505	148	144	25
2.0 HDi 163 Roland Garros	£27805	161	144	25
1.6 VTI Active	£23105	118	159	16
1.6 THP 156 Allure	£26210	154	160	22
1.6 e-HDi 115 Active	£24365	113	124	18

<b>308 5dr hatch</b> Thoughtfully developed and very well appointed but still no class leader	★★★★☆			
1.2 e-THP 130 Feline	£21395	128	110	16
1.2 PureTech 82 Access	£14895	81	117	9
1.2 e-THP 110 Access	£16145	108	105	13
1.2 PureTech 110 Active	£17845	108	105	13
1.2 PureTech 110 Allure	£19045	81	107	13
1.2 PureTech 130 Active	£18595	128	107	14
1.2 PureTech 130 Allure	£19795	128	110	15
1.6 THP 125 Access	£16095	120	125	16
1.6 THP 125 Active	£17545	120	125	16
1.6 THP 125 Allure	£19000	120	129	16
1.6 THP 156 Allure	£20150	154	129	20
1.6 THP 156 Feline	£21750	154	129	20
1.6 HDi 92 Access	£16845	91	93	15
1.6 HDi 92 Active	£18545	91	93	15
1.6 BlueHDi 120 Active	£19745	118	82	22
1.6 BlueHDi 120 Allure	£20945	118	84	22
1.6 e-HDi 115 Access	£17645	113	95	18
1.6 HDi 115 Active	£19345	113	95	18
1.6 HDi 115 Allure	£20545	113	100	18
1.6 e-HDi 115 Feline	£22145	113	100	19
2.0 BlueHDi 150 Active	£20395	148	99	24
2.0 BlueHDi 150 Allure	£21845	148	105	25
2.0 BlueHDi 150 Feline	£23445	148	105	26

<b>308 SW 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader	★★★★☆			
1.2 PureTech 110 Access	£16845	108	109	13
1.2 PureTech 110 Active	£18545	108	109	13
1.2 PureTech 110 Allure	£19745	81	111	13
1.2 PureTech 130 Active	£19295	128	109	14
1.2 PureTech 130 Allure	£20495	128	115	20
1.6 BlueHDi 120 Active	£20445	118	85	20
1.6 BlueHDi 120 Allure	£21645	118	88	21

<b>1.6 e-HDi 115 Access</b>	£18345	113	95	18
<b>1.6 e-HDi 115 Feline</b>	£22845	113	100	19
<b>1.6 HDi 115 Active</b>	£20045	113	95	18
<b>1.6 HDi 115 Allure</b>	£21245	113	100	18
<b>1.6 HDi 92 Access</b>	£17545	91	99	15
<b>1.6 HDi 92 Active</b>	£19245	91	99	15
<b>2.0 BlueHDi 150 Active</b>	£21095	148	99	24
<b>2.0 BlueHDi 150 Feline</b>	£24145	148	105	26

<b>508 4dr saloon</b> Very competent and likeable package. 163 HDi the best	★★★★☆			
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22045	113	111	24
1.6 e-HDi 115 Allure Nav	£24895	113	111	25
2.0 HDi 140 Allure Nav	£22445	140	119	27
2.0 HDi 140 Allure Nav	£25295	140	119	28
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30
2.0 HDi 163 Allure Nav auto	£27195	161	140	30
2.0 HDi Hybrid4 Allure Nav	£32600	200	91	36

<b>508 SW 5dr estate</b> As good as saloon, only better	★★★★☆			
1.6 e-HDi 115 Active Nav	£23245	113	112	24
1.6 e-HDi 115 Allure Nav	£26295	113	112	25
2.0 BlueHDi 150 Allure Nav	£27795	148	110	30
2.0 HDi 140 Active Nav	£23645	140	125	27
2.0 HDi 140 Allure Nav	£26695	140	125	28
2.0 HDi 163 Allure Nav auto	£28595	161	144	30
2.2 HDi 200 GT	£32045	201	144	37

<b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style	★★★★☆			
1.6 e-HDi 120 Access+	£12995	81	114	10
1.2 VTI 82 Active	£14095	81	114	11
1.2 VTI 82 Allure	£15295	81	114	11
1.6 VTI 120 Active	£15050	118	135	19
1.6 VTI 120 Allure	£16450	118	135	20
1.6 VTI 120 Feline Calima	£17850	118	135	19
1.6 VTI 120 Feline Mistral S-S	£18150	118	135	19
1.4 HDi 70 Access+	£14295	67	104	10
1.4 HDi 70 Active	£15395	67	104	10
1.6 e-HDi 92 Active S-S	£16045	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16645	91	98	17
1.6 e-HDi 92 Allure S-S	£17445	91	103	18
1.6 e-HDi 92 Feline Calima	£18845	91	103	17
1.6 e-HDi 92 Feline Mistral	£19145	91	103	17
1.6 e-HDi 115 Allure S-S	£18045	113	105	20
1.6 e-HDi 115 Feline Calima SS	£19445	113	105	20
1.6 e-HDi 115 Feline Mistral S	£19745	113	105	20

<b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch	★★★★☆			
2.0 HDi 163 Allure Au	£24715	161	145	23
1.6 VTI 120 Access	£17250	118	155	17
1.6 VTI 120 Active	£18950	118	155	17
1.6 VTI 120 Allure	£20900	118	155	17
1.6 THP 156 Active	£20050	154	154	24
1.6 THP 156 Allure	£21750	154	154	23
1.6 HDi 115 Access	£19045	113	125	18
1.6 HDi 115 Active	£20495	113	125	18
1.6 HDi 115 Allure	£22445	113	127	18
1.6 e-HDi 115 Access EGC	£19895	113	110	18
1.6 e-HDi 115 Active EGC	£21345	113	110	18
1.6 e-HDi 115 Allure EGC	£23295	113	112	17
2.0 HDi FAP 150 Active	£21600	148	139	24
2.0 HDi FAP 150 Allure	£22350	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31

<b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior	★★★★☆			
1.6 VTI 120 Access	£19050	118	159	13
1.6 VTI 120 Active	£20800	118	159	15
1.6 THP 156 Active	£21100	154	163	16
1.6 THP 156 Allure	£23450	154	163	19
1.6 e-HDi 115 Access EGC	£21595	113	113	16
1.6 e-HDi 115 Active EGC	£23195	113	123	17
1.6 e-HDi 115 Allure EGC	£24995	113	126	16
1.6 HDi 115 Access	£20745	113	128	16
1.6 HDi 115 Allure	£22445	113	128	17
1.6 HDi 115 Active	£24250	113	135	16
2.0 HDi 150 Active	£23450	148	138	20
2.0 HDi 163 Active auto	£24615	161	149	20
2.0 HDi 150 Allure	£25250	148	140	20
2.0 HDi 163 Allure auto	£26415	161	149	19

<b>RCZ 2dr coupé</b> Classy, interesting, fun coupe. Peugeot's got its mojo back	★★★★☆			
1.6 THP 156 Sport	£22100	154	149	27
<b>1.6 THP 156 GT</b>	£24500	154	149	28
1.6 THP 200 Sport	£24495	197	155	33
1.6 THP 200 GT	£26900	197	155	34
1.6 THP 270 R	£32000	266	145	42
2.0 HDi 163 Sport	£23950	161	135	29
2.0 HDi 163 GT	£26350	161	135	30

<b>PORSCHE</b>				
<b>BOXSTER 2dr open</b> Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★			
2.7	£39350	261	192	40
3.4 S	£47725	311	206	43
3.4 GT	£53569	326	211	44

<b>CAYMAN 2dr coupé</b> Roof seals the deal. A five-star car by any measure	★★★★★			
2.7	£40234	271	192	37
3.4 S	£49473	320	206	41
3.4 GT	£56087	335	211	43

<b>911 2dr coupé</b> The best just got better. Still more than worthy of its iconic status	★★★★★			
<b>3.4 Carrera</b>	£74199	345	212	46
3.4 Carrera 4	£79055	345	219	46
3.4 Carrera S	£84235	395	224	47
3.8 Carrera 4S	£89315	395	234	48
3.8 Turbo	£121513	514	227	48
3.8 Turbo S	£143035	552	227	48
3.8 GT3	£101685	468	289	48

1.4 HDi 70 Access +	£14295	67	104	10
1.4 HDi 70 Active	£15395	67	104	10
1.6 e-HDi 92 Active S-S	£16045	91	103	17

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WHAT'S COMING WHEN	
	
<b>Mercedes-Maybach S600</b>	April 2015
<p>Following a two-year absence, Mercedes has decided to resurrect its Maybach name for this super-luxury S-class. It's designed to help Mercedes compete with the likes of Rolls-Royce and Bentley, and could be the first of a new family of models. <b>Price</b> £154,000 (est)</p>	
<b>DECEMBER</b>	
<b>Hyundai</b> i20 <b>Nissan</b> Juke Nismo RS <b>Spyker</b> B6 Venator	
	
<b>JAN-MARCH 2015</b>	
<b>Audi</b> Q3 facelift, RS Q3 <b>BMW</b> 1-series facelift <b>Chevrolet</b> Corvette C7 Z06 <b>Ferrari</b> 458 replacement <b>Fiat</b> 500X <b>Ford</b> C-Max facelift, S-Max, Galaxy, Mondeo hybrid <b>Honda</b> Civic facelift, CR-V facelift, HR-V <b>Hyundai</b> i20 coupé, i30 facelift, Veloster facelift <b>Jeep</b> Renegade <b>Kia</b> Rio, Sorento, Venga <b>Land Rover</b> Discovery Sport <b>Mazda</b> 2, CX-5 facelift, 6 facelift (below) <b>Mercedes-Benz</b> B-class Electric Drive, V-class,	
<b>CLA Shooting Brake, CLA45 AMG Shooting Brake</b> <b>Mini</b> JCW <b>Skoda</b> Fabia Combi <b>Subaru</b> Outback <b>Suzuki</b> Celerio, Vitara <b>Volvo</b> V60 Cross Country	
<b>APRIL-JUNE 2015</b>	
<b>Audi</b> Q7 <b>BMW</b> 2-series Active Tourer 7-seat, X5 M, X6 M <b>Honda</b> NSX (above) <b>Ford</b> Mustang <b>Mercedes-Benz</b> Mercedes-Maybach 600 <b>Seat</b> Leon ST Cupra <b>SsangYong</b> X100	
	
<b>REST OF 2015</b>	
<p><b>Abarth</b> Roadster, <b>Alfa Romeo</b> 4C Spider, Giulia, <b>Audi</b> A4, R8, RS3, Q7, <b>BMW</b> 3-series facelift, 3-series plug-in hybrid, 6-series facelift, X1, <b>Bristol</b> Project Pinnacle, <b>Elemental</b> RP1, <b>Ferrari</b> LaFerrari XX, <b>Ford</b> Edge, <b>Honda</b> Civic Type R, Jazz, <b>Hyundai</b> ix35, i40 facelift, <b>Infiniti</b> Q30, <b>Jaguar</b> XF, F-type MY16, <b>Kia</b> Optima, <b>Land Rover</b> Range Rover Evoque facelift, <b>Lamborghini</b> Huracán Spyder, <b>Lotus</b> Elise S Cup R road car, <b>Mazda</b> MX-5, CX-3, <b>McLaren</b> Sports Series, <b>Mercedes-Benz</b> GLE, GLE coupé, S-class cabriolet, GLC, <b>Mini</b> Clubman, <b>Peugeot</b> 308 GTI, <b>Porsche</b> 911 facelift, Cayman GT4, Boxster facelift, Panamera Turbo S Executive Exclusive, <b>Seat</b> Ibiza, Ibiza Cupra facelift, <b>Tesla</b> Model X, <b>Toyota</b> Mirai, Avenis, <b>Vauxhall</b> Astra, Corsa VXR, Viva, <b>Volkswagen</b> Golf Alltrack, Golf R estate, Passat Alltrack, Passat GTE</p>	

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group								
1.4 D-40 Sport	E1965	89	103	10	1.4100 S140 SRI	E14495	99	119	9	1.41T 16v 140 SRI auto	E22455	118	159	16	2.0 CDTI 130i Exclusiv	E24125	129	137	15								
1.4 D-40 Excel	E21949	89	103	10	<b>CORSA 3dr hatch</b>	Very refined, stylish and practical.	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E221295	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	e-Golf II15 BEV	E30845	114	0	15					
<b>AURIS TOURING 5dr estate</b>	Nothing wrong, but nothing exceptional. Good spec	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.2 TSI 85 S	E17630	84	113	7					
1.33 VVT-i Active	E16045	99	127	7	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.2 TSI 105 S	E18640	104	114	11			
1.33 VVT-i Icon	E18745	99	127	8	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.41T 122 Match	E20335	121	123	15			
1.4 D-40 Active	E17395	89	109	10	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.41T 150 GT ACT	E23650	148	112	15			
1.4 D-40 Excel	E22595	89	109	10	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.41T 150 GT ACT DSG	E25065	148	110	15			
1.4 D-40 Icon	E20095	89	109	10	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TSI 220 GTI	E26985	217	139	29			
1.4 D-40 Sport	E20795	89	109	10	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 105 S	E20255	103	99	12			
1.6 V-matic Icon	E19095	130	140	14	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 105 Match	E21190	103	99	12			
1.6 V-matic Sport	E19805	130	143	14	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 100 BlueMotion	E21470	103	85	15			
1.6 VTI-Icon Hybrid	E21745	134	85	7	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 Match	E22705	148	106	18			
1.6 V-matic Excel	E21350	130	143	14	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 GT	E24155	148	106	17			
1.8 VTI-Excel Hybrid	E23990	134	85	7	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 184 GTD	E26420	181	109	26			
<b>PRIUS 5dr hatch</b>	Clever and appealing in its own right, not just as a hybrid	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	<b>GOLF 5dr estate</b>	The complete package. Reassuringly expensive	★ ★ ★ ★ ★	1.2 TSI 105 S	E19335	104	117	11		
1.8 VTI-T3	E21995	134	89	15	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.2 TSI 85 S	E18325	84	115	7			
1.8 VTI-T4	E23745	134	92	15	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 122 S	E20095	121	124	14			
1.8 VTI-T Spirit	E25295	134	92	15	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 122 S	E20130	121	124	13			
1.8 VTI-Plug-In	E33395	134	49	16	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 140 GT	E24345	138	121	15			
<b>PRIUS+ 5dr mpv</b>	Expensive and ugly. Bigger though	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 105 S	E20950	103	102	12					
1.8 VTI-Icon	E26145	178	96	11	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 105 SE	E21885	103	102	11			
1.8 VTI-Excel	E29445	178	101	12	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 100 BlueMotion	E22165	110	87	15			
<b>RAV4 5dr 4x4</b>	A solid option, but ultimately outgunned by Korean competition	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 90 S	E20145	89	102	10					
2.0 V-matic CVT Icon 4WD	E26000	150	167	29	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 90 S	E24850	148	108	17			
2.0 D-40 Active 2WD	E22495	124	127	26	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 SE	E23400	148	108	17			
2.0 D-40 Icon 2WD	E24995	124	127	26	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	<b>GOLF 5dr mpv</b>	MOB platform gives the Golf proper MPV proportions. Still no C-Max though	★ ★ ★ ★ ★	1.2 TSI 105 S	E19885	108	117	14
2.0 D-40 Icon 4WD	E26000	124	137	26	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 125 S	E20645	121	125	14			
2.0 D-40 Invinicible 2WD	E26695	124	127	27	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 125 SE	E21580	121	125	14			
2.0 D-40 Invinicible 4WD	E27700	124	137	26	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 125 SE	E24985	148	130	18			
2.2 D-40 Icon 4WD	E26800	148	149	29	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 90 S	E20695	89	101	11			
2.2 D-40 Invinicible 4WD	E28500	148	149	29	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 100 S	E21650	110	101	13			
<b>AVENSIS 4dr saloon</b>	Nothing wrong, but nothing exceptional. Good spec	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 100 BlueMotion	E22715	110	95	13					
1.8 V-matic Active	E17700	145	152	17	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.6 TDI 100 SE	E22585	110	101	11			
1.8 V-matic Icon	E20300	145	152	18	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 SE	E23950	148	112	17			
1.8 V-matic Icon+	E23250	145	152	18	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 GT	E25400	148	115	17			
2.0 D-40 Active	E18695	124	119	22	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	<b>JETTA 4dr saloon</b>	Big boot, pleasant dynamics and good pricing. A bit dull	★ ★ ★ ★ ★	1.4 TSI 125 S	E18815	123	125	10
2.0 D-40 Icon	E21295	124	119	22	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 125 SE	E20145	123	125	11			
2.0 D-40 Icon+	E24245	124	119	23	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 150 SE	E20850	148	123	18			
2.0 D-40 Excel	E24495	124	119	23	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 150 GT	E21715	148	123	18			
2.2 D-40 150 Icon	E23450	148	143	25	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 110 S	E20095	109	105	17			
2.2 D-40 150 Icon+	E25250	148	143	25	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 110 S	E21425	109	105	17			
2.2 D-40 150 Excel	E25500	148	145	26	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 110 SE	E22249	109	105	17			
2.2 D-CAT 150 Icon	E23400	148	165	25	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 SE	E22245	148	109	17			
2.2 D-CAT 150 Icon+	E26350	148	165	25	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	2.0 TDI 150 GT	E23290	148	109	17			
2.2 D-CAT 150 Excel	E26595	148	167	26	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	<b>BETTEL 3dr hatch</b>	Huge improvement, but the Golf underneath is superior	★ ★ ★ ★ ★	1.2 TSI 105 S	E19690	104	139	11
<b>AVENSIS TOURER 5dr estate</b>	Nothing wrong, but nothing exceptional. Good spec	★ ★ ★ ★ ★	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.2 TSI 105	E15835	104	137	10					
1.8 V-matic Active	E18750	145	153	17	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.2 TSI 105 Design	E18230	104	137	11			
1.8 V-matic Icon	E21350	145	153	18	1.41T 200 SRI S-S	E223570	202	168	25	1.41T 40 SE S-S	E20684	138	131	15	1.41T 40 SE S-S	E20684	138	131	15	1.4 TSI 160 Design	E20265	158	153	18			
1.8 V-matic Icon+	E24300	145	153	1																							

## AUTOCAR TOP FIVES

## Crossovers



**1 Nissan Qashqai** From £18,000  
Virtually invented the crossover segment. This latest version, subtly better all round, retakes the class lead. ★★★★★



**2 Skoda Yeti** From £16,000  
The Yeti is almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★★★



**3 Peugeot 3008** From £17,000  
Hardly at the crossover cutting edge, but flexible cabin and split-level tailgate are among its thoughtful touches. ★★★★★



**4 Suzuki SX4 S-Cross** From £15,000  
Capable in most respects – being decent to look at, drive and sit in – with exceptional economy as the kicker. ★★★★★



**5 Dacia Duster** From £10,000  
Outstanding cash-for-capability prospect. Better with all-wheel drive. It's basic, but in a very good way. ★★★★★

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.4 TSI 160 Exec Style	£25460	158	144	24
1.6 TDI 105 S. Bl. Tech	£25205	103	116	16
1.6 TDI 105 BlueMotion	£22775	104	113	16
1.6 TDI 105 Exec	£24105	103	116	16
1.6 TDI 105 Sp. Bl. Tech	£25100	103	116	17
2.0 TDI 140 S. Bl. Tech	£26215	138	120	21
2.0 TDI 140 Exec	£25220	138	120	21
2.0 TDI 140 Sp. Bl. Tech	£26215	138	120	21
2.0 TDI 140 Alltrack	£29385	138	149	21
2.0 TDI 177 Exec	£26570	175	123	26
2.0 TDI 177 Exec Style	£27565	175	123	26
<b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price. ★★★★★				
3.0 V6 TDI 240 SWB	£55055	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration. ★★★★★				
2.0 TDI 177 Sport	£28125	177	150	24
1.2 TSI 105 S	£19565	104	149	12
1.4 TSI 140 SE	£23375	138	159	18
1.6 TDI 105 Blue Tech S	£21375	104	121	14
1.6 TDI 105 BlueTech SE	£23480	104	121	14
2.0 TDI 140 Blue Tech SE	£25245	138	127	19
2.0 TDI 140 BlueTech Sp.	£26705	138	127	19
<b>SARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper. ★★★★★				
2.0 TDI 177 SE	£30295	177	152	23
2.0 TDI 177 SEL	£33195	177	152	23
1.4 TSI 150 S	£25060	148	167	16
1.4 TSI 150 SE	£27370	148	167	16
2.0 TSI 200 SEL DSG	£35151	197	198	25
2.0 TDI 115 S	£25630	113	146	14
2.0 TDI 140 S	£26380	138	146	18
2.0 TDI 140 SE	£28690	138	146	18
2.0 TDI 140 SEL	£31590	138	146	18
2.0 TDI 140 Exec	£31840	138	146	18
<b>TIGUAN 5dr 4x4</b> Dull but capable soft-roader. Pricey, but good ride and handling. ★★★★★				
1.4 TSI 160 BMT Match 2WD	£23695	158	156	21
1.4 TSI 160 Match 4WD	£25385	158	178	21
2.0 TDI 140 BMT Match 2WD	£24890	138	138	18
2.0 TDI 140 BMT Match 4WD	£26660	138	150	19
2.0 TDI 177 BMT Match 4WD	£27665	175	151	23
2.0 TSI 180 Match 4WD	£26225	178	198	24
1.4 TSI 160 Blue Tech S	£21700	158	156	18
1.4 TSI 160 S 4WD	£23390	158	178	18
2.0 TSI 210 R-Line 4WD	£29670	208	199	22
2.0 TDI 110 BMT S 2WD	£22345	109	138	14
2.0 TDI 140 BMT S 2WD	£22895	138	138	17
2.0 TDI 140 BMT S 4WD	£24665	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27350	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£29240	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£30245	175	151	23
<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness. ★★★★★				
3.0 V6 TDI 204 SE	£43000	204	173	40
3.0 V6 TDI 204 R-Line	£46000	204	173	40
3.0 V6 TDI 262 SE	£44500	258	174	42
3.0 V6 TDI 262 R-Line	£47500	258	174	42
3.0 V6 TDI 262 Escape	£44700	258	180	42
<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people. ★★★★★				
2.0 TDI 140 SE SWB	£35658	138	189	26
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£37818	138	189	26
2.0 TDI 140 Exec SWB	£38478	138	189	26
2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£37698	177	192	31
2.0 BITDI 180 SE 4M SWB	£40524	177	208	32
2.0 BITDI 180 SE LWB	£39858	177	192	31
2.0 BITDI 180 Exec SWB	£40518	177	192	31
2.0 BITDI 180 Exec DSG	£42414	177	199	31

## VOLVO

**V40 5dr hatch** New hatchback adds Swedish flavour to stock Ford platform. ★★★★★

1.6 T2 120 ES

1.6 T2 120 ES Nav

1.6 T2 120 SE

1.6 T2 120 SE Nav

1.6 T2 120 SE Lux Nav

1.6 T2 120 R-Design

1.6 T2 120 R-Design Lux

1.6 T3 150 ES

1.6 T3 150 ES Nav

1.6 T3 150 SE Nav

1.6 T3 150 SE Lux Nav

1.6 T3 150 R-Design

1.6 T3 150 R-Design Nav

1.6 T3 150 R-Design Lux Nav

1.6 T4 180 SE Lux Nav

1.6 T4 180 R-Design Lux Nav

2.5 T5 254 R-Design Lux Nav

2.5 T5 254 C-City Lux Nav AWD

1.6 D2 115 ES

1.6 D2 115 ES Nav

1.6 D2 115 SE

1.6 D2 115 SE Nav

1.6 D2 115 SE Lux

1.6 D2 115 SE Lux Nav

1.6 D2 115 R-Design

1.6 D2 115 R-Design Nav

1.6 D2 115 R-Design Lux Nav

1.6 D2 115 C-Country SE

1.6 D2 115 C-Country SE Nav

1.6 D2 115 C-Country Lux

1.6 D2 115 C-Country Lux Nav

2.0 D3 150 SE

2.0 D3 150 SE Nav

2.0 D3 150 SE Lux Nav

2.0 D3 150 R-Design

2.0 D3 150 R-Design Nav

2.0 D3 150 R-Design Lux Nav

2.0 D3 150 C-Country SE

2.0 D3 150 C-Country SE Nav

2.0 D3 150 C-Country Lux Nav

2.0 D4 190 SE

2.0 D4 190 SE Nav

2.0 D4 190 SE Lux Nav

2.0 D4 190 R-Design

2.0 D4 190 R-Design Nav

2.0 D4 190 R-Design Lux Nav

2.0 D4 190 C-Country SE

2.0 D4 190 C-Country Lux Nav

2.0 D4 190 C-Country Lux Nav

2.0 D3 R-Design Lux Nav S-S

1.6 D2 R-Design Lux S-S

1.6 D2 R-Design Lux S-S

1.6 D2 R-Design S-S

1.6 D2 SE Lux Nav S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

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1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Lux S-S

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	24
2.0 D3 SE Lux S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	29
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 R-Design S-S	£29945	178	99	28
2.0 D4 SE Lux Nav S-S	£31945	178	99	29
2.0 D4 SE Lux S-S	£30745	178	99	29
2.0 D4 SE Nav S-S	£29645	178	99	28
2.0 D4 SE S-S	£28445	178	99	27
2.0 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.0 D5 R-Design Lux S-S	£32895	212	119	30
2.0 D5 SE Lux Nav S-S	£33695	212	119	30
2.0 D5 Business Edition S-S	£20675	148	135	21
1.6 T3 R-Design S-S	£27175	148	135	22
1.6 D2 Business Edition S-S	£21545	113	103	17
2.0 D3 Business Edition S-S	£22195	134	114	22
2.0 D3 SE S-S	£27195	134	114	23
2.0 D3 SE Lux S-S	£29495	134	114	24
2.0 D3 R-Design S-S	£28695	134	114	23
2.0 D4 Business Edition S-S	£23445	178	99	26

## V60 5dr estate

Appealing cabin, nice looks and smooth drive. Too small. ★★★★★

1.6 D2 R-Design Lux Nav S-S

1.6 D2 R-Design Lux S-S

1.6 D2 R-Design Nav S-S

1.6 D2 R-Design S-S

1.6 D2 SE Lux Nav S-S

1.6 D2 SE Lux S-S

1.6 D2 SE Nav S-S

1.6 D2 SE S-S

1.6 T3 R-Design Nav S-S

1.6 T3 R-Design S-S

2.0 D3 R-Design Lux Nav S-S

2.0 D3 R-Design Lux S-S

2.0 D3 SE Lux Nav S-S

2.0 D3 SE Lux S-S

2.0 D3 SE Nav S-S

2.0 D3 SE S-S

2.0 D4 R-Design Lux Nav S-S

2.0 D4 R-Design Lux S-S

2.0 D4 R-Design Nav S-S

2.0 D4 R-Design S-S

2.0 D4 SE Lux Nav S-S

2.0 D4 SE Lux S-S

2.0 D4 SE Nav S-S

2.0 D4 SE S-S

2.0 D5 R-Design Lux Nav S-S

2.0 D5 R-Design Lux S-S

2.0 D5 SE Lux Nav S-S

2.0 D5 SE Lux S-S

2.0 D5 SE Nav S-S

2.0 D5 SE S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S-S

2.0 D5 Business Edition S



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# ROAD TEST RESULTS

Nobody produces as thorough a judgement as Autocar does with its comprehensive road test. As well as acceleration, fuel consumption, noise measurement and brake tests, we also time each car on wet and dry handling circuits. We even measure the visibility from inside the car. But we don't just drive cars at the test track – essential as it is for finding the limits of performance – but also on a wide-ranging mix of roads. We aim to produce the most complete, objective tests in the business, so that you will know just how good a car is. Where we have tested more than one model in a range, the star rating is for the range overall; where an individual model within the range meets our coveted five-star standard, it is highlighted in yellow.

**30-70mph** Indicates overtaking ability through the gears  
**50-70mph** Is recorded in top gear (\*kickdown with an automatic) and demonstrates flexibility  
**Touring mpg** Recorded over a pre-set road test route  
**Braking 60-0mph** Recorded on a high-grip surface at our test track  
**Mph/1000rpm** Figure is the speed achieved in top gear

ALFA ROMEO													
MITO 3dr hatch ★★★★★													
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4	10
GIULIETTA 5dr hatch ★★★★★													
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.1	10
ALPINA													
B3 BITURBO 4dr saloon ★★★★★													
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8	13
ARIEL													
ATOM 0dr open ★★★★★													
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8	11
ASTON MARTIN													
V8 Vantage 2dr coupé ★★★★★													
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4	07
RAPIDE 4dr coupé ★★★★★													
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3	13
AUDI													
A1 3dr hatch ★★★★★													
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.1	10
S1	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5	14
A3 3dr hatch ★★★★★													
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9	12
RS3	155	4.5	11.2	4.2	6.9	2.1	335	332	34.6	28/34	1640	6.7	11
A4 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2	08
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.1	12
A5 2dr coupé/cabriolet ★★★★★													
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7	07
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0	2.9	237	368	32.4	34/38	2035	12.9	09
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.1	10
A6 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	4.5	11
2.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9	34/46	1805	19.1	11
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7	13
A7 Sportback 4dr saloon ★★★★★													
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2	11
A8 4dr saloon ★★★★★													
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6	10
TT 2dr ★★★★★													
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8	09
NEW TT 2dr ★★★★★													
2.0 TFSI S-line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.1	14
Q3 5dr 4x4 ★★★★★													
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8	33/46	1710	16.1	11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1	14
Q5 5dr 4x4 ★★★★★													
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1	09
Q7 5dr 4x4 ★★★★★													
3.0 TDI SI	131	8.6	25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8	06
R8 2dr coupé ★★★★★													
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5	07
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3	10
BENTLEY													
CONTINENTAL 2dr coupé ★★★★★													
GTC V8	187	4.5	10.8	4.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4	12
GT	198	4.6	10.9	3.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6	11
FLYING SPUR 4dr saloon ★★★★★													
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8	13
MULSANNÉ 4dr saloon ★★★★★													
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9	11
BMW													
1-SERIES 3dr hatch ★★★★★													
116i Sport 3dr	130	8.7	25.7	8.9	5.4	2.9	134	162	21.7	34/48	1365	12.1	11
M135i	155	4.6	11.4	4.0	6.8	2.6	315	322	35.9	30/41	1545	14.1	12
2-SERIES 3dr coupé ★★★★★													
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280	39.6	46/62	1450	19.3	14
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1	26/35	1530	23.4	14
3-SERIES 4dr saloon/5dr estate ★★★★★													
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.0	12
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/54	1735	21.1	12
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7	13
4-SERIES 3dr coupé ★★★★★													
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9	13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7	14
5-SERIES 4dr saloon/5dr GT/5dr estate ★★★★★													
530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3	10

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE
520d SE Touring	138	8.1	23.0	8.3	*5.0	2.6	181	280	38.7	38/42	1810	6.10.10
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.12.11
6-SERIES 2dr coupé/2dr open ★★★★★												
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.11.11
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085	6.4.11
7-SERIES 4dr saloon ★★★★★												
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08
i3 5dr hatch ★★★★★												
1.3 Range Extnd.	93	8.1	-	7.6	*4.9	3.4	168	184	-	294wh/m	1390	22.1.14
i8 2dr coupé ★★★★★												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
Z4 2dr convertible ★★★★★												
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6.09
X1 5dr 4x4 ★★★★★												
sDrive20d SE	127	8.2	23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09
X3 5dr 4x4 ★★★★★												
xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11
X4 5dr 4x4 ★★★★★												
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
X5 5dr 4x4 ★★★★★												
xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13
X6 5dr 4x4 ★★★★★												
xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08
BUGATTI												
VEYRON 2dr coupé ★★★★★												
Super Sport	268	2.6	5.0	1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11
CATERHAM												
CSR 2dr roadster ★★★★★												
CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05
SEVEN 2dr roadster ★★★★★												
Seven 160	100	8.4	-	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13
CHEVROLET												
CAMARO 2dr coupé ★★★★★												
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12
CORVETTE 2dr coupé ★★★★★												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CHRYSLER												
DELTA 5dr hatch ★★★★★												
1.4 140 SR	126	9.8	30.6	9.6	12.9	2.5	138	170	28.3	34/45	1445	9.11.11
300C 4dr saloon ★★★★★												
3.0 Executive	144	7.3	21.1	7.5	*4.5	2.6	236	399	38.8	30/34	2040	29.8.12
CITROEN												
C3 5dr hatch ★★★★★												
1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.09
DS3 5dr hatch ★★★★★												
1.6 THP 150	133	7.6	41.9	7.1	10.0	2.7	154	177	29.8	36/45	1200	3.3.10
Racing	146	7.2	18.1	6.5	8.9	3.1	204	203	30.4	33/40	1215	16.3.11
C4 5dr hatch ★★★★★												
2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.11
C4 CACTUS 5dr hatch ★★★★★												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C4 GRAND PICASSO 5dr MPV ★★★★★												
2.0 BlueHDi	130	10.1	30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.13
C5 4dr saloon ★★★★★												
2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.08
DS5 5dr hatch ★★★★★												
2.0 HDi 160	134	9.1	26.5	8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.12
BERLINGO 5dr MPV ★★★★★												
1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.08
DACIA												
SANDERO 5dr hatchback ★★★★★												
1.2 75 Access	97	15.3	-	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
FERRARI												
458 2dr coupé ★★★★★												
458 Italia	202	3.3	7.0	2.4	5.7	2.3	562	398	-	17/20	1535	18.8.10
458 Speciale	202	3.2	6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.14
F12 2dr coupé ★★★★★												
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13
CALIFORNIA 2dr convertible ★★★★★												
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.09
FIAT												
PANDA 5dr hatch ★★★★★												
1.2 Easy	102	14.6	-	15.3	19.9	3.0	68	75	22.2	39/49	1020	25.4.12
4x4 TwinAir	103	14.6	-	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
PUNTO 3/5dr hatch ★★★★★												
1.4 Abarth	129	7.8	23.0	7.2	8.9	2.8	153	169	23.6	30/39	1255	1.10.08
500 3dr hatch ★★★★★												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
500 TwinAir	108	11.7	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10
FORD												
S-MAX 5dr MPV ★★★★★												
2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221	20.5	26/32	1810	28.4.10
KA 3dr hatch ★★★★★												
1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.02.09
B-MAX 5dr MPV ★★★★★												
1.0T Ecoboost	117	11.6	39.0	11.1	11.0	2.8	118	147	23.6	35/41	1345	02.1.13
FIESTA 3/5dr hatch ★★★★★												
1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08
ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177	26.5	32/41	1163	15.5.13
FOCUS 3/5dr hatch ★★★★★												
1.6 TDCi Zetec	120	10.7	36.3	10.7	10.8	3.0	113	210	33.5	38/52	1380	2.3.11
2.0 ST	154	6.3	15.0	5.1	6.4	2.5	247	250	27.2	-/1	1505	12.9.12
GRAND C-MAX 5dr MPV ★★★★★												
2.0 TDCi Tium	124	9.2	28.6	8.8	11.1	2.8	138	236	35.6	37/48	1705	17.11.10
GRAND TOURNEO CONNECT 5dr MPV ★★★★★												
1.6 TDCi Tium	103	13.2	-	13.9	19.1	2.9	114	236	26.7	40/45	1785	6.8.14
MONDEO 4dr saloon ★★★★★												
2.0 TDCi	130	10.0	34.6	10.1	10.6	2.9	138	236	34.5	33/45	1635	13.6.07
ECOSPORT 5dr off-roader ★★★★★												
1.5 TDCi	99	14.3	-	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
KUGA 5dr off-roader ★★★★★												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
RANGER 5dr pick-up ★★★★★												
3.2 TDCi	109	10.8	35.7	10.7	9.8	3.2	197	347	32.4	28/35	2265	10.10.12
GINETTA												
G40R 2dr coupé ★★★★★												
2.0	140	6.3	17.2	6.1	8.3	3.6	175	140	22.6	28/-	880	5.10.11
HONDA												
JAZZ 5dr hatch ★★★★★												
1.4 ES	113	10.7	35.2	10.7	14.3	3.2	99	94	20.5	35/43	1075	29.10.08
INSIGHT 5dr hatch ★★★★★												
1.3 IMA SE	113	11.7	-	11.8	*7.4	3.1	87+14	89+58	32.1/40/43	1240	18.3.09	
CR-Z 3dr hatch ★★★★★												
CR-Z GT	124	9.1	26.8	9	17.1	2.9	113+15	107+58	25.7/43/52	1198	14.4.10	
CIVIC 5dr hatch ★★★★★												
2.2 i-DTEC EX GT135	8.3	24	7.9	12.2	-	148	258	38.7	38/55	1480	11.1.12	
ACCORD 4dr saloon ★★★★★												
2.2 i-DTEC EX GT131	9.5	27.1	9.1	9.8	2.9	148	258	34.2	39/47	1630	14.5.08	
CR-V 5dr off-roader ★★★★★												
2.2 i-DTEC EX	118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12
HYUNDAI												
i10 5dr hatch ★★★★★												
1.0 SE	96	14.7	-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★★												
1.2	103	12.7	-	14.2	9.3	2.95	77	88	21.5	44/57	1065	7.1.09
i30 5dr hatch ★★★★★												
1.6 CRDi Active	115	11.7	38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
i40 5dr estate ★★★★★												
1.7 CRDi	118	12.2	41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7.9.11
ix35 5dr SUV ★★★★★												
2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
SANTA FE 5dr SUV ★★★★★												
2.2 CRDi	118	9.0	27.6	9.2	*5.5	2.7	194	311	37.5	36/43	1940	19.9.12
VELOSTER 4dr coupé ★★★★★												
1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123	24.9	35/42	1230	18.1.12
INFINITI												
FX 5dr SUV ★★★★★												
FX30d S Prem	132	8.5	24.7	8.2	*4.9	2.7	235	406	37.2	27/33	2210	22.9.10
Q50 5dr saloon ★★★★★												
2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295	42.5	49/59	1750	5.2.14
M-SERIES 5dr SUV ★★★★★												
M30d S Prem	155	7.7	21.8	7.6	*4.5	3.2	235	406	31.6	33/43	1960	29.12.10
JAGUAR												
F-TYPE 2dr convertible/3 dr coupé ★★★★★												
V8 S cabrio	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
XF 4dr saloon/estate ★★★★★												
2.2 D	140	7.6	22.9	8.0	*4.8	2.9	197	332	46.3	39/46	1840	21.7.11
3.0 Sportbrake	155	7.1	18.8	6.6	8.5	2.9	271	442	49.7	32/46	1875	31.10.12
XFR 5.0 V8 ★★★★★												
XFR 5.0 V8	155	4.7	10.2	3.8	*2.1	2.6	503	461	36.3	20/25	1990	27.5.09
XKR 2dr coupé ★★★★★												
4.2 V8	155	5.2	11.8	4.3	*2.5	2.9	420	413	34.8	19/24	1665	27.9.06
XJ 4dr saloon ★★★★★												
3.0D LWB	155	6.3	16.5	6.6	*3.6	2.7	271	443	43.5	28/36	1960	9.6.10
JEEP												
CHEROKEE 5dr 4x4 ★★★★★												
2.0 140 4x4 Ltd	117	12.3	43.4	13.0	13.8	2.7	138	258	34.7	39/43	1846	24.6.14
KIA												
PICANTO 5dr hatch ★★★★★												
1.0 1"	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
CARENS 5dr MPV ★★★★★												
1.7 CRDi 2"	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
CEE'D 3dr hatch ★★★★★												
1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
RIO 5dr hatch ★★★★★												
1.4i 2"	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
OPTIMA 4dr saloon ★★★★★												
2.1.7 CRDi	125	10.5	35.4	10.4	10.6	3.2	134	239	31.9	41/46	1535	8.2.12
SPORTAGE 5dr 4x4 ★★★★★												
2.0 CRDi F.E.	112	10.5	41.8	11.3	12.2	3.0	134	236	33.6	35/39	1635	11.8.10
SORENTO 5dr 4x4 ★★★★★												
2.2 CRDi KX-2	118	8.6	28.6	9.1	10.1	3.0	194	311	33.7	33/39	1891	30.1.13
LAND ROVER												
DEFENDER 3/5dr 4x4 ★★★★★												
90 X5 2.40	83	15.1	-	17.0	15.5	3.5	121	265	26.2	19/28	1889	11.4.07
FREELANDER 5dr 4x4 ★★★★★												
eD4 2WD HSE	112	10.8</										

## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/ touring	Weight (kg)	TEST DATE
<b>EVORA 2dr coupé</b> ★★★★★												
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.0	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
<b>EXIGE S 2dr coupé</b> ★★★★★												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

<b>MASERATI</b>												
<b>GRANTURISMO 2dr coupé</b> ★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
<b>GRANCABRIO 2dr open</b> ★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
<b>Ghibli 4dr saloon</b> ★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

<b>MAZDA</b>												
<b>2.5dr hatch</b> ★★★★★												
1.5 Sport	117	9.7	34.1	9.8	13.4	2.7	102	101	21.4	34/41	1050	26.9.07
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
<b>5dr MPV</b> ★★★★★												
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
<b>6.4dr saloon/5dr estate</b> ★★★★★												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
<b>CX-5 5dr hatch</b> ★★★★★												
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
<b>MX-5 2dr convertible</b> ★★★★★												
2.0 Sport	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

<b>MCLAREN</b>												
<b>12C 2dr coupé/roadster</b> ★★★★★												
3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13
<b>650S 2dr coupé/roadster</b> ★★★★★												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
<b>P1 2dr coupé</b> ★★★★★												
PI	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★												
A200 CDI Sport 130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12	
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★												
B200 CDI Sport130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12	
C-CLASS 4dr saloon/5dr estate/coupé ★★★★★												
C63 AMG	155	4.4	9.7	3.4	5.3	2.8	451	443	35.8	19/24	1830	12.12.07
C63 AMG Black 186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr ★★★★★												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé ★★★★★												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc ★★★★★												
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★												
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E250 CDI estate/149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10	
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate ★★★★★												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S'Brake 155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13	
S-CLASS 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★												
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★												
GL350 AMG Spt 137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13	
SL 2dr convertible ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09
SLS 2dr coupé ★★★★★												
SLS	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24	1710	30.6.10

<b>MG</b>												
<b>3.5dr hatch</b> ★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
<b>6.5dr hatch</b> ★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

<b>MINI</b>												
<b>MINI 3dr hatch</b> ★★★★★												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
<b>CLUBMAN 5dr estate</b> ★★★★★												
Cooper D	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07
<b>COUNTRYMAN 5dr hatch</b> ★★★★★												
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
<b>COUPÉ 2dr coupé</b> ★★★★★												
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
<b>ROADSTER 2dr convertible</b> ★★★★★												
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

<b>MITSUBISHI</b>												
<b>ASX 5dr hatch</b> ★★★★★												
1.8 DID 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
<b>OUTLANDER 5dr 4x4</b> ★★★★★												
2.2 DID GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

<b>MORGAN</b>												
<b>PLUS 8 2dr convertible</b> ★★★★★												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
<b>3 Wheeler</b> ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

<b>NISSAN</b>				
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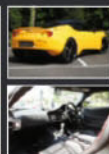
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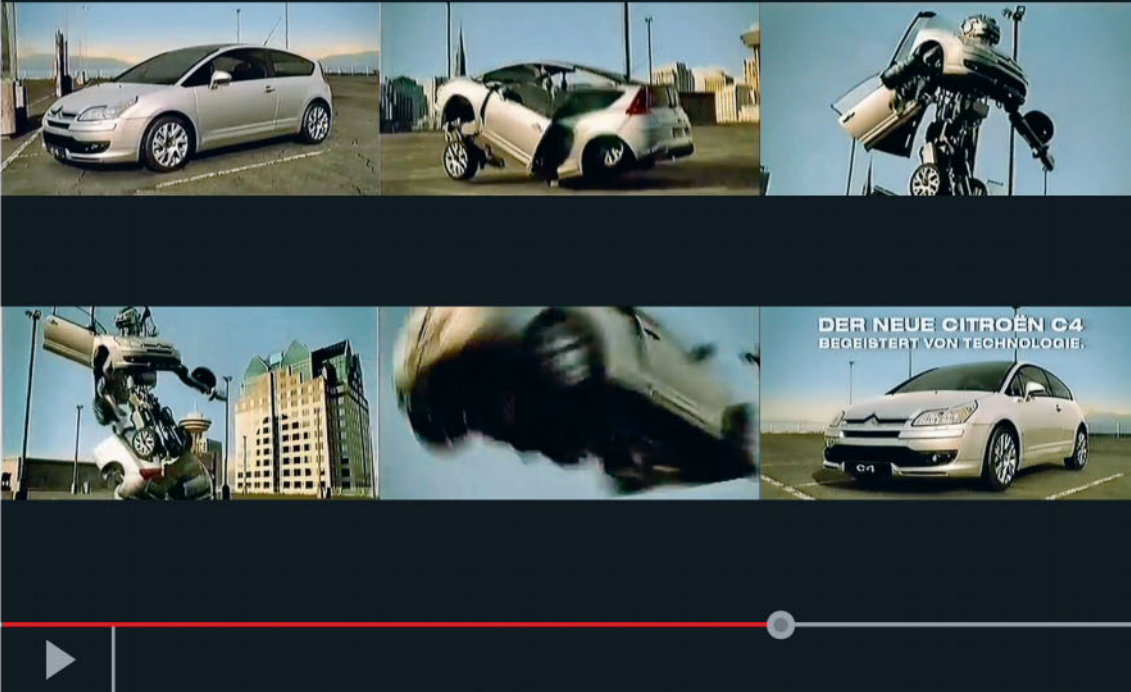
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## Citroën C4 (2004)

When a dancing robot gave its all to transform your view of Citroën's family hatch

**T**ransformers: if you've got kids of a certain age, you may well have trodden on one of these, an experience likely to transform your expression from one of weary acceptance to a pained crumpling. There might be a light yelp, too. Transformers can be very pointy as well as flexible. And in case you're wondering what we're on about here, these are the miniature plastic fantasy robots that bend, hinge, twist and clip into an object entirely different from automaton of colourfully aggressive intent. Lately, one of the most famous Transformers is Bumblebee, which morphs into a yellow Chevrolet Camaro that's almost as unobtrusive as the pin-headed robot that it started as.

But back in 2004, one of the most dramatic robot transformers was to be found on TV. It was memorable not for eviscerating pesky humans threatening its body space, but for dancing. And turning itself outside in to become a Citroën. The ad emerged at the dawn of full-on CGI special effects, although its creation, you might be surprised to learn, was far from entirely virtual. The ad was the work of ad agency Euro RSCG and Justin Timberlake's choreographer,

### The robot compacts itself into the shape of a Citroën, in this case a three-door C4

Marty Kudelka, who wired his body with motion sensors in order to digitise his dance moves so they could be transferred to the limbs, head, feet and torso of a dramatically reconfigured virtual C4. The dance tune was Jacques Your Body (Make Me Sweat), although the only fluids the C4 was likely to ooze were oil, coolant and brake fluid.

None of that is going on as our French machine limbers up in a car park at the ad's start. There's no music at first, only the whirrs of bending, stretching and turning electro-mechanical limbs and the metallic echo of shuddering steel panels. Suitably loosened, the robot erupts into a skywards spin and compacts itself into the shape of a Citroën, in this case the more interesting three-door C4, with the vertical pane of glass in its tailgate,

the rear view-blocking spoiler and the enviable World Rally Championship record, although all that was to come.

Right now the C4 performs an eruption of unfurled limb-swinging, to the sounds of some happenin' beat. "Building a transformer which could believably move like a dancer was the ultimate challenge," said the ad's director Neill Blomkamp, but they succeeded, the robot impressively rhythmic and fluid for one so mechanical. Even if it was virtual. The dance ends with another whirling coalescence and the line "The new Citroën C4. Alive with technology".

And it was, although not with the kind we once got from Citroën, such as cars rising high on engine-pumped fluid suspension, super-quick power steering or swivelling headlights. Instead, the C4 came with a perfume dispenser, a back-lit translucent instrument pack and a steering wheel whose fixed hub was festooned with easily triggered switches. It looked great, especially as a three-door, but its character, disappointingly, was as virtual as the robot advertising it.

**NEXT WEEK** Leyland Princess

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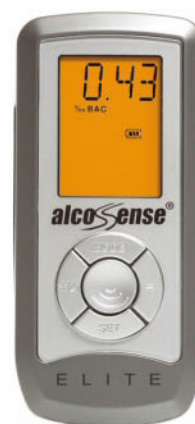
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